20-1458M					
STATE	Project No.	YEAR	SHEET NO.	TOTAL SHEETS	
KANSAS	43 C-5078-01	2022	1	44	
F.A. NO.	STP-C494(322)				

STATE OF KANSAS

DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE OF PROPOSED

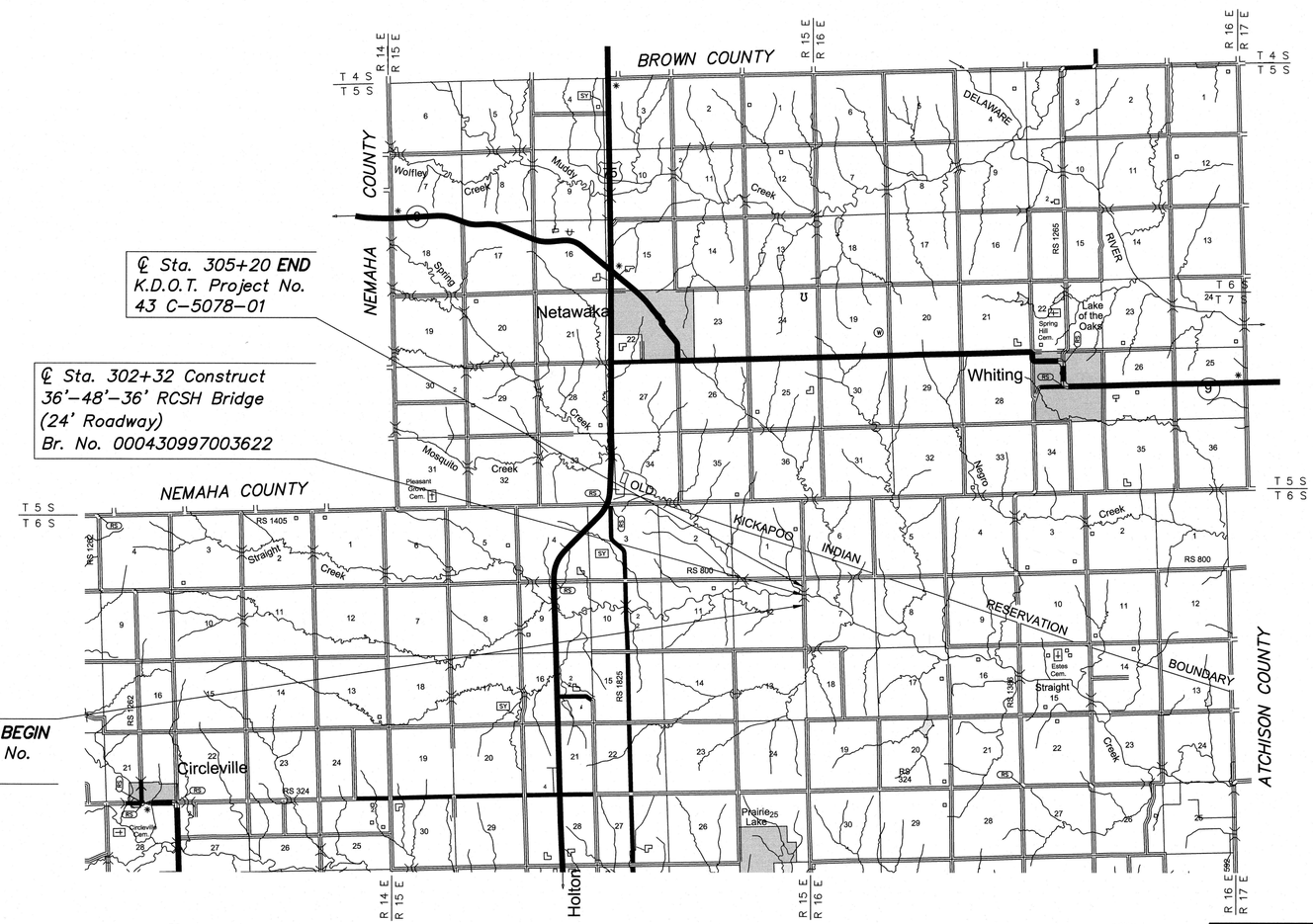
43 C-5078-01

FEDERAL AID PROJECT

JACKSON COUNTY

GRADING
BRIDGE
SEEDING

INDEX OF SHEETS



℄ Sta. 305+20 **END**
K.D.O.T. Project No.
43 C-5078-01

℄ Sta. 302+32 Construct
36'–48'–36' RCSH Bridge
(24' Roadway)
Br. No. 000430997003622

℄ Sta. 299+80 **BEGIN**
K.D.O.T. Project No.
43 C-5078-01

DESIGN DESIGNATION

AADT = 30 vpd
Design Speed = 30 mph
No Clear Zone

CONVENTIONAL SIGNS

COUNTY LINE	CENTER LINE OF PROJECT
CITY LIMITS	TERRACE
STATE OR NATIONAL LINE	CULVERTS
TOWNSHIP , SECTION or GRANT LINE	DROP INLET & STORM SEWER
PROPERT LINE	ACCESS CONTROL
HIGHWAY FENCE	POWER POLE
EXISTING FENCE	TELEPHONE POLE
GUARD FENCE	MARSH
CONSTRUCTION LIMITS	HEDGE
RIGHT OF WAY LINE	TREES
TRAVELED WAY	PROFILE ELEVATION
RAILROADS	STREAM OR CREEK

GROSS LENGTH OF PROJECT	540.00	FT.	
EXCEPTIONS	0.00	FT.	
NET LENGTH OF PROJECT	540.00	FT.	0.102 MILES
NET LENGTH OF BRIDGES	122.50	FT.	0.023 MILES
NET LENGTH OF ROAD	417.50	FT.	0.079 MILES

Note: Roadway shall be closed to traffic during construction of this project.

1" = 1 Mile

RHONDA L. WILLARD LICENSED PROFESSIONAL ENGINEER KANSAS 17525 9-14-2021

PLANS PREPARED AND SUBMITTED BY:

BG CONSULTANTS
ENGINEERS · ARCHITECTS · SURVEYORS
4806 Vue du Lac Place Manhattan KS 66503
T: 1.785.537.7448 Web: www.bgcons.com
Lawrence Emporia

RECOM. FOR APPROVAL–DATE 9-14-2021

SCOTT K. Zoller Public Works Director
COUNTY OFFICIAL Caitlyn Renger, Admin. Assistant

Approved Dec 03,2021

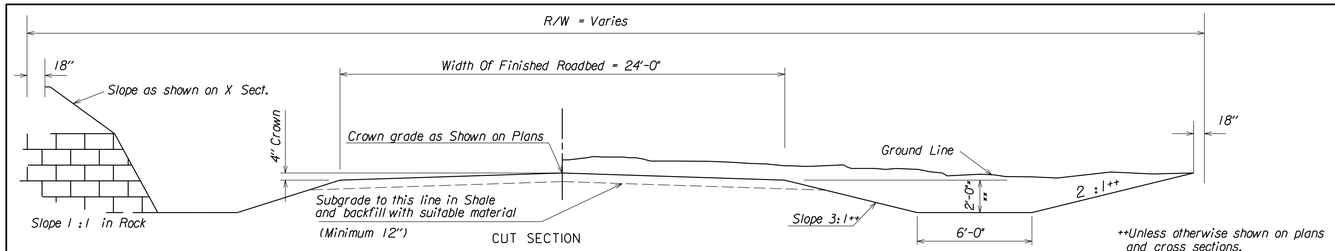
State Transportation Engineer

By: Michael J. Stringer
Chief, Bureau of Local Projects

KANSAS DEPARTMENT OF TRANSPORTATION

DATE	BY	
		SURVEYED
		PLOTTED
		INKED
		DESIGNED
		SQUAD

20-1458M	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	KANSAS	43 C-5078-01	2022	2	44

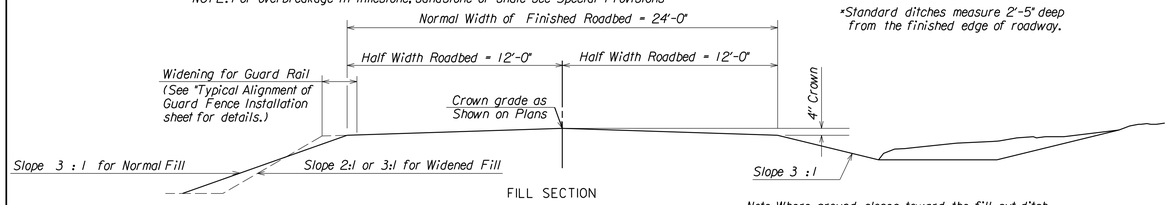


CUT SECTION

NOTE: For overbreakage in limestone, sandstone or shale see Special Provisions

*Standard ditches measure 2'-5" deep from the finished edge of roadway.

++Unless otherwise shown on plans and cross sections.

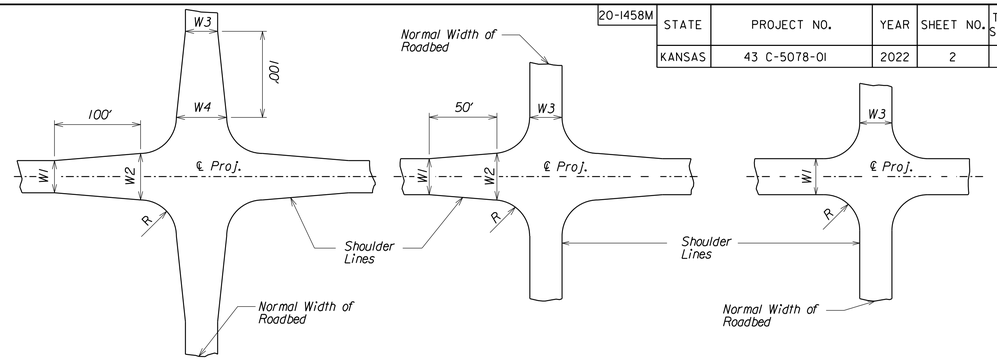


FILL SECTION

Shoulder Slopes at ends of Guard Rail should be no steeper than 3 : 1.

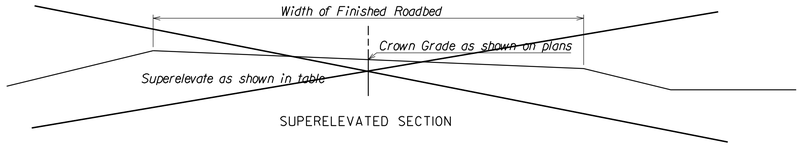
When fill exceeds 6' Shoulder Slopes may be steepened

Note: Where ground slopes toward the fill, cut ditch at toe of slope.

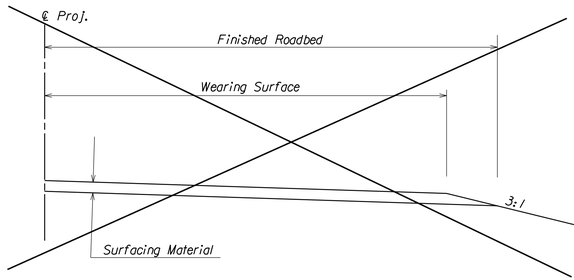


TYPICAL INTERSECTION DETAILS

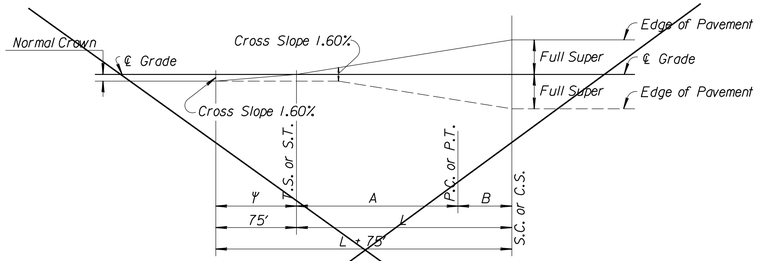
SUMMARY OF INTERSECTIONS AND SIDEROADS												
STATION	SIDE OR QUADRANT	TYPE	W	WI	W2	W3	W4	R	C	S	D	BS



SUPERELEVATED SECTION

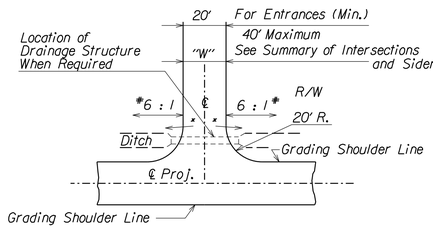


TYPICAL ½ SECTION SURFACING



PROFILE SHOWING METHOD OF ATTAINING SUPERELEVATION

Sta. P.I. Curve	Radius	Design Speed	Super %	Transition - (Lin.Ft.)		
				L	A	B

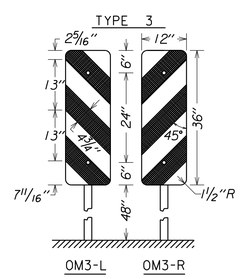


TYPICAL SIDE ROAD OR ENTRANCE DETAIL

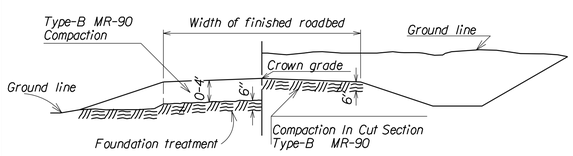
* On side roads and entrances which slope toward the roadway, construct a low point approx. 6" deep to divert surface drainage into the roadway ditch.

* On ditch plugs and side roads or entrances without drainage structures use 6 : 1 slopes where feasible.

OBJECT MARKER

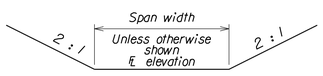


SUMMARY OF OBJECT MARKERS AND SIGNS						
STATION TO STATION	SIDE	TYPE OF STRUCT.	TYPE OF SIGN	OBJECT MARKER		REMARKS
				TYPE	NO.	
CL Sta. 302+32	Lt.	Brdg.		3L	2	@ Lt. Quadrants ø
CL Sta. 302+32	Rt.	Brdg.		3R	2	@ Rt. Quadrants ø
			Total		4	
ø As you face bridge end from approach						
•Back-to-Back [Sign(s) on Both Sides of Post]						



ALL EMBANKMENT SHALL BE COMPACTED EXCEPT DITCHPLUGS AND WASTE BERMS.

FOUNDATION TREATMENT AND COMPACTION OF EARTHWORK



TYPICAL INLET AND OUTLET CHANNEL EXCAVATION SECTION FOR BOX STRUCTURES & PIPE CULVERTS

GENERAL NOTES

All signs shown on the plans, and other signs furnished and installed by the LPA with their own forces and funds will be installed in conformance with the Manual on Uniform Traffic Control Devices (latest edition).

LPA to furnish all easements and additional right of way (unless otherwise noted).

Public and private utility facilities will be adjusted by others as needed to fit the new construction unless noted otherwise on the plans or in the proposal.

Refer to KDOT Standard Drawing No. BR 100 for excavation limits for constructing box culverts.

All Sign, Fastener, and Post materials must meet the requirements of the latest edition of the KDOT Standard Specifications for State Road and Bridge Construction.

Install Object Markers Type OM3-(R)(L) at each corner of all span bridges and when indicated on the plans at box structures. Install with the inside edge of the marker in line with the inside clearance line of the structure.

NO.	REVISIONS	BY	APP'D
7	01-08-15 Revised superelevation diagram, updated misc. notes.	TLS	RJS
6	11-9-04 Changed "Culvert" to "Structure"	DMK	RJS
5	12-1-03 Rem. Delin.'s/Add Typ. Sect./Changed OM notes	DMK	RJS
4	5-14-03 Rev. Contractor note in Gen. Notes	DMK	RJS

KANSAS DEPARTMENT OF TRANSPORTATION

TYPICAL GRADING SECTION

~~LP907~~

FHWA APPROVAL			APP'D.	RJS	
DESIGNED	DETAILED	TLS	QUANTITIES	TRACED	
DESIGN CK.	DETAIL CK.	RJS	QUAN.CK.	TRACE CK.	

Drawn By : untitled
File : M:\M-2020-1458M\CAD\Drawing Set\02-tp907.dgn
Plotted : 8/30/2021

20-1458M					
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS	
Kansas	43 C-5078-01	2022	3	44	

E ¼ Corner Sec. 12, T6S, R15E = ℄ Sta. 188+00

1. Found ½" A.P.T. LS 1314 Capped Bar 1" Deep.
2. Found Spk. and Wshr. S Face of Power Pole. 22.3' ENE
3. Found Spk. and Wshr. Top Fence Post. 21.1' NE
4. Centerline of Driveway to the West. 60.0' S
5. Centerlline of "T" Road Bearing North–South. 1.5' W
6. In Line with Fence to the East.
7. N. 1000.00 E. 1000.00

P.O.T. 203 = ℄ Sta. 197+12.77 = 13.75' Rt. of ℄ Sta. 297+12.87

1. Set on Sectionline.
2. Set Set ½" BG Capped Rebar 4" Deep.
3. Set Mag Nail and Wshr. in E Side of Fence Post. 34.3' NE
4. Set Wire and Wshr. Around Steel Fence Post. 18.5' E
5. Set Railroad Spk. in W. Face of Power Pole (BM 101) 99.0 SSE
6. Sets in Traveled Way North–South "T Road".
7. N. 1912.77 E. 1000.00

P.O.T. 202 = ℄ Sta. 206+52.21 = 5.47' Rt. of ℄ Sta. 306+52.11

1. Set on Sectionline.
2. Set Set ½" BG Capped Rebar 4" Deep.
3. Set Mag Nail and Wshr. in SE Face of 50" Tree. 42.5' SW
4. Set Mag Nail and Wshr. in NW. Face of Power Pole. 32.2' NE
5. Set Steel "T" Post 4" Deep (BM 103) 56.9' SE
6. Traveled Way North–South Mud Road "T Road". 2.0' E
7. N. 2852.21 E. 1000.00

NE Corner Sec. 12, T6S, R15E = ℄ Sta. 214+44.76

1. Found ½" Bar 2" Deep.
2. Found Spk. in Top of Fence Corner Post. 44.4' SE
3. Found Spike and Shiner (Flood Mark Disc) in NE Face Power Pole. 43.6' SW
4. Set Mag and Wshr. in Top of Fence Post. 81.5' NE
5. Traveled Wau of 278th Road Bearing East–West. 11.0' N
6. Traveled Way of "T" Road Bearing South. 4.0' E
7. In Traveled Way of "T" Road Bearing South.
8. N. 3644.76 E. 1000.00

HORIZONTAL CONTROL NOTES

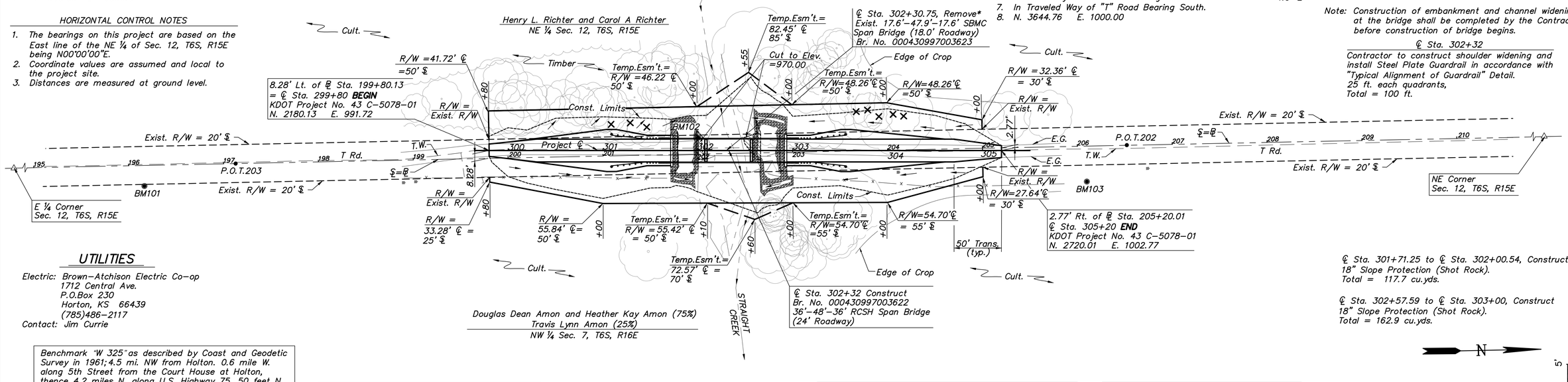
1. The bearings on this project are based on the East line of the NE ¼ of Sec. 12, T6S, R15E being N00°00'00"E.
2. Coordinate values are assumed and local to the project site.
3. Distances are measured at ground level.

* Note: All materials obtained from removal of existing structure shall become the property of Contractor and removed from site.

Note: Construction of embankment and channel widening at the bridge shall be completed by the Contractor before construction of bridge begins.

℄ Sta. 302+32

Contractor to construct shoulder widening and install Steel Plate Guardrail in accordance with "Typical Alignment of Guardrail" Detail.
25 ft. each quadrants,
Total = 100 ft.



UTILITIES

Electric: Brown–Atchison Electric Co–op
1712 Central Ave.
P.O.Box 230
Horton, KS 66439
(785)486–2117
Contact: Jim Currie

℄ Sta. 301+71.25 to ℄ Sta. 302+00.54, Construct 18" Slope Protection (Shot Rock).
Total = 117.7 cu.yds.

℄ Sta. 302+57.59 to ℄ Sta. 303+00, Construct 18" Slope Protection (Shot Rock).
Total = 162.9 cu.yds.

Benchmark "W 325" as described by Coast and Geodetic Survey in 1961; 4.5 mi. NW from Holton. 0.6 mile W. along 5th Street from the Court House at Holton, thence 4.2 miles N. along U.S. Highway 75, 50 feet N. of the center of the road, 4.0 feet SW of the witness post, 1 foot W. of fence corner, set in the top of a concrete post that projects 4 inches.
NAVD88 Elev. = 1088.83

BM101 Railroad Spike in W. Face of Power Pole
21.75' Rt. of ℄ Sta. 196+16.23 =
37.48' Rt. of ℄ Sta. 296+16.79
Elev. = 990.45 N. 1816.23 E. 1021.75

BM102 Set Chiseled Sq. Cut in NW Cor. of SW Conc.Wing.
17.22' Lt. of ℄ Sta. 202+00.78 =
13.45' Lt. of ℄ Sta. 302+00.45
Elev. = 971.83 N. 2400.78 E. 982.78

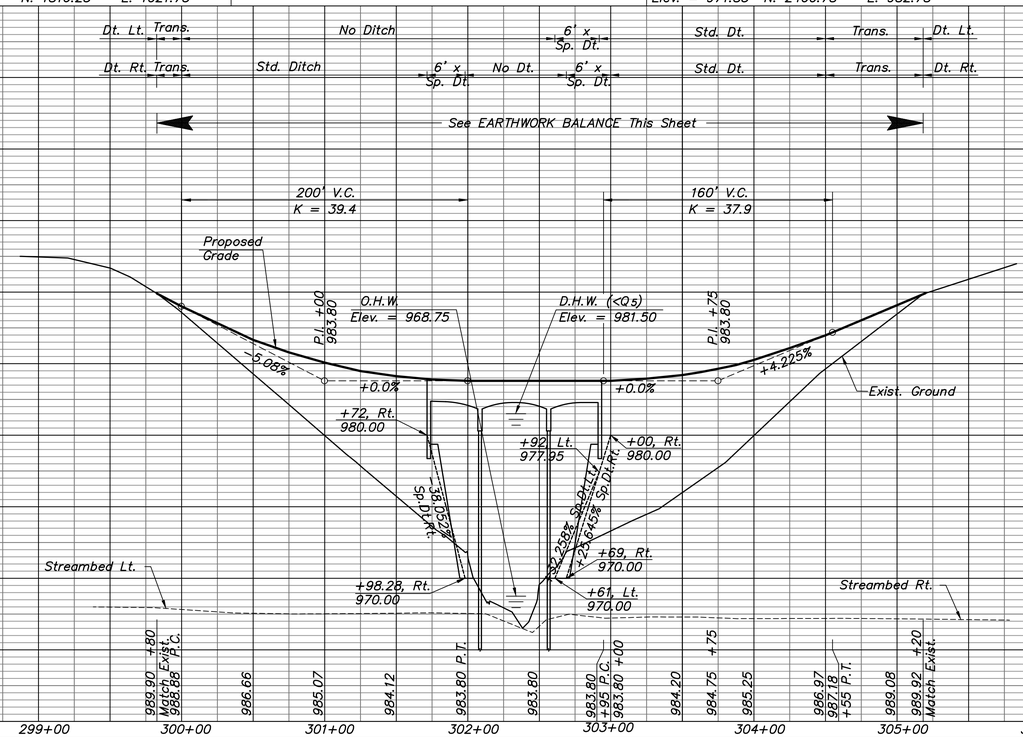
BM103 Set Metal "T" Post 4" Deep.
37.41' Rt. of ℄ Sta. 206+09.38 =
32.81' Rt. of ℄ 306+10.06
Elev.=989.65 N. 2809.38 E. 1037.41

N

50' 0 50' 100'
Vert.

Borrow Note: Borrow areas provided by the Contractor shall be approved by the Engineer as to suitability of material and location. Special care shall be taken in this approval to minimize the increase of siltation and turbidity of streams, lakes, and reservoirs and to avoid interference with the movement of migratory fish. Areas which, in the opinion of the Engineer, may leave an unsightly appearance to the project will not be approved.

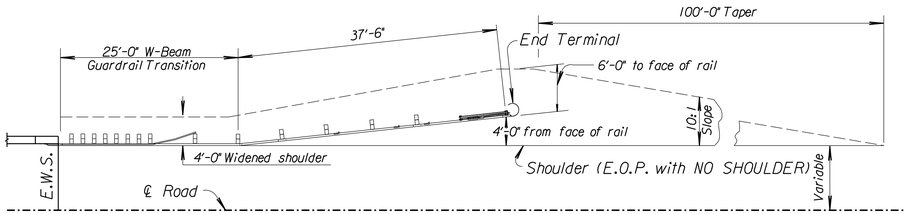
It shall be the responsibility of the Contractor to restore, seed, and/or complete other operations noted in the agreement with the landowner and approved by the Engineer on all disturbed areas used to provide borrow areas for Common Excavation (Contractor Furnished).



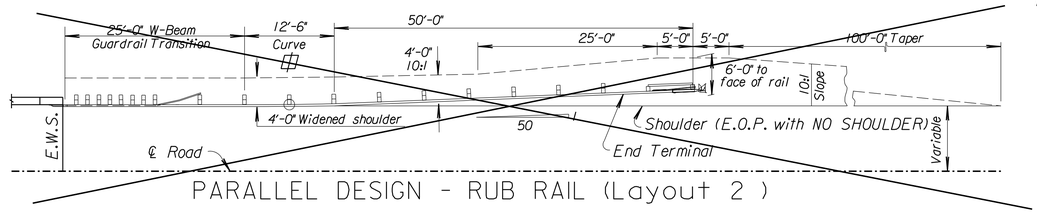
EARTHWORK BALANCE

1,879 cu.yds. Common Excavation (VMF = 0.70)
* 2,243 cu.yds. Embankment
* Includes 1,325 cu.yds. Contractor Furnished Excavation

20-1458M	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	KANSAS	43 C-5078-01	2022	4	44



FLARED DESIGN - RUB RAIL (Layout 1)



PARALLEL DESIGN - RUB RAIL (Layout 2)

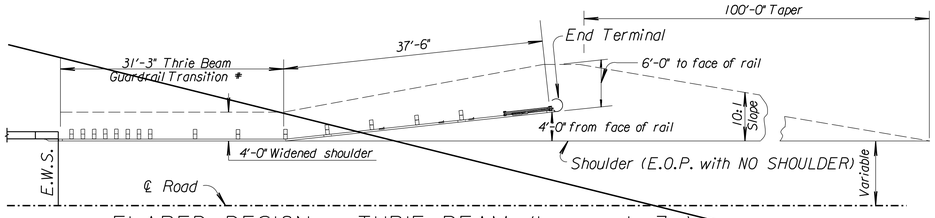
NOTE: Layouts 1, 2, 3, and 4 will be symmetric for any quadrant unless otherwise shown in the plans. 14

When using Rubrail, attach Std. Drawings No. RD611, RD616 and RD615 (parallel) or RD615A (flared).

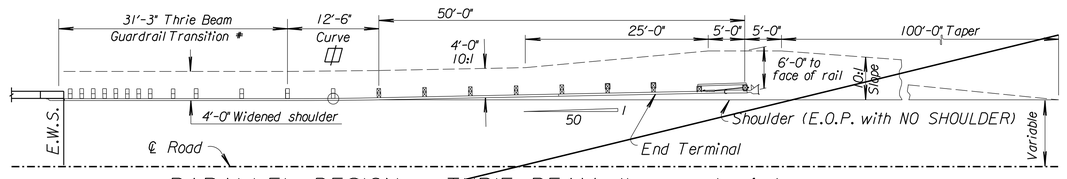
When using Thrie beam, attach Std. Drawings no. RD611 and RD608 or RD613.

Attach Std. Drawing No. RD617 (parallel) or RD 617A (flared) for post over box less than full depth.

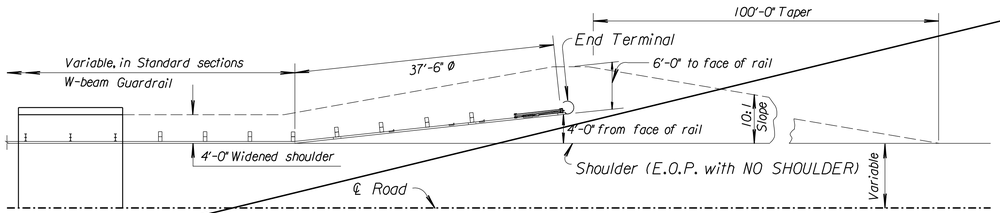
℄ Radius = 625.08'



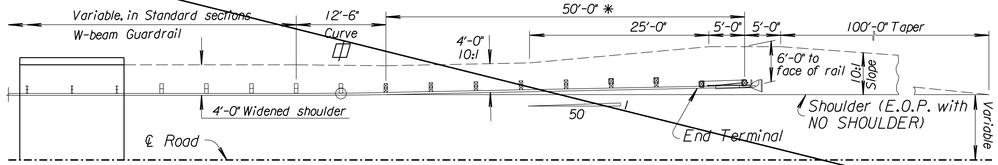
FLARED DESIGN - THRIE BEAM (Layout 3)



PARALLEL DESIGN - THRIE BEAM (Layout 4)



FLARED DESIGN (Layout 5)



PARALLEL DESIGN (Layout 6)

TYPICAL ALIGNMENT OF GUARDRAIL AT CULVERTS & BOX BRIDGES

ALLOWABLE END TERMINALS

TYPE	Layout 1	2	3	4	5	6	Required Standard Drawing
SRT	X		X		X		*RD606*
FLEAT	X		X		X		*RD606*
SKT		X		X		X	*RD606*

SUMMARY OF STEEL PLATE GUARDRAIL

Location	Side	Layout No.	Layout Lin. Ft. *	Additional Standard Sections Lin. Ft.	Total Pay Length Lin. Ft.	Layout 1 or 3: Gd. Rail End Term. (SRT) Alt. #1 Each	Layout 1 or 3: Gd. Rail End Term. (FLEAT) Alt. #2 Each	Layout 2, 4, or 6: Gd. Rail End Term. (SKT) Each	Layout 5: Gd. Rail End Term. (SRT) Alt. #1 Each	Layout 5: Gd. Rail End Term. (FLEAT) Alt. #2 Each	
SW Quadrant	Lt.	1	25		25	1	1				
SE Quadrant	Rt.	1	25		25	1	1				
NW Quadrant	Lt.	1	25		25	1	1				
NE Quadrant	Rt.	1	25		25	1	1				
TOTAL LENGTH					100	4	4				

*See Guardrail Auxiliary Details (RD606) for Measurement Details. Does Not Include End Terminal.

NO.	DATE	REVISIONS	BY	APP'D
12	02-21-19	Updated per Road Memo 18-02	WFL	MJS
11	10-30-17	Removed X-Lite	WFL	MJS
10	01-06-15	Added X-Lite, Removed ET-PLUS	TLS	RJS
9	11-9-05	Added length for Thrie Beam transition	REA	RJS

KANSAS DEPARTMENT OF TRANSPORTATION

TYPICAL ALIGNMENT OF GUARDRAIL INSTALLATIONS

~~LP620~~

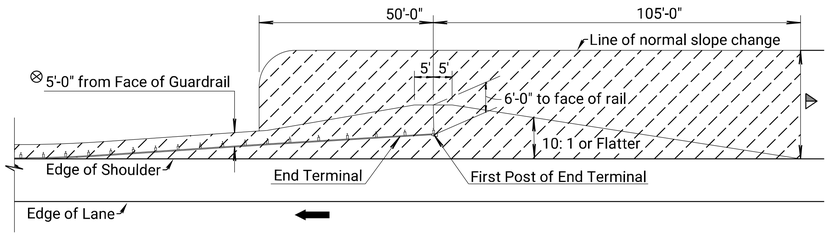
FHWA APPROVAL			APP'D.	MJS
DESIGNED	DETAILED	TLS	QUANTITIES	TRACED
DESIGN CK.	DETAIL CK.	RJS	QUAN.CK.	TRACE CK.

Drawn By : untitled
File : M:\M-2020-1458M\CAD\Drawing Set\04-lp620.dgn
Plotted : 8/30/2021

Note to Designer - Design guardrail installations using guidance shown on KDOT's 'Guardrail Typical Alignments' Standard Drawings. 'Flared' guardrail installations are preferred over 'Parallel' or 'Zero Flare' installations. Where 'Flared' or 'Parallel' installations are used, the flare rate of the guardrail end terminal typically matches the flare rate of the remaining guardrail installation. For 'Zero Flare' installations; 'Parallel' guardrail end terminals should be designed using typical flare rates of 50:1 or flatter for the length of the end terminal. However, while 50:1 or flatter flare rates are typical for 'Parallel' guardrail end terminals, these end terminals may be flared as steep as 26:1 or flatter in order to offset the end terminal head as far from the edge of the through traveled lane as practicable.

GUARDRAIL CLEAR AREA

Applies to all guardrail installations unless otherwise shown in the plans.



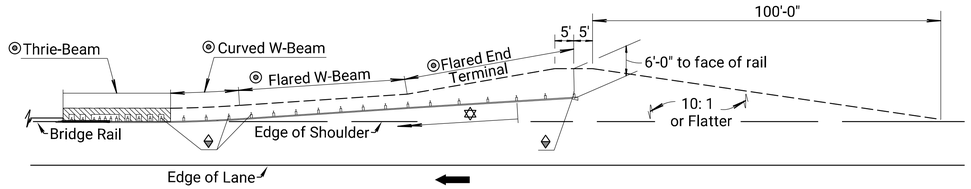
Keep Area Free of Stockpiled Material, Equipment, or Other Obstacles, Such as Temporary Signs, Regardless of Crash Worthiness. This Clear Area Extends 105 Feet in Advance of and 50 Feet behind the First Post of the Guardrail End Terminal and Then, in Order to Maintain Full Post Spacing, Continues 5 Feet behind the Face of the Guardrail through the W-Beam Portion of the Installation as Shown in the 'Guardrail Clear Area' Detail on this Sheet.

Normal Project Side Slope.

Deflection Distance for Normal Post Spacing

FLARED GUARDRAIL DETAIL

Applies to CGS AND MGS
(MGS Shown)



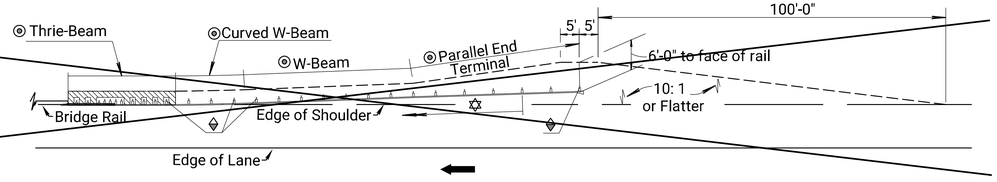
See Guardrail Layout Sheets for Details

On Guardrail Layout Sheets, Show Station AND Offset from the Roadway Alignment to the Face of Post at these Locations.

Length of Need (Begins at Post 3)

PARALLEL GUARDRAIL DETAIL

Applies to CGS AND MGS
(MGS Shown)



20-1458M	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	KANSAS	43 C-5078-01	2022	5	44

GENERAL NOTES

Install the guardrail end terminals according to the Manufacturer's Installation Manual. The Contractor will furnish a copy of the Manufacturer's Installation Manual to the Engineer prior to the start of the installation.

Use approved steel (preferred) or wood posts provided by the Manufacturer. The guardrail end terminal post type may be independent of the post type used in the remainder of the installation. However, no mixing of post types is permitted in the remaining w-beam and thrie-beam installation.

Use approved polymer (preferred) or wood blockouts provided by the Manufacturer. The guardrail end terminal blockout size and type may be independent of the blockout size and type used in the remainder of the installation. For blockout size and types for the remaining w-beam and thrie-beam portion of the installation see the details shown on KDOT's 'Guardrail Post Details' and 'Guardrail Thrie-Beam Transition Details' Standard Drawings.

Apply retroreflective sheeting to the end terminal impact head before installation.

Tighten all cable anchor assemblies as per the Manufacturer's Installation Manual.

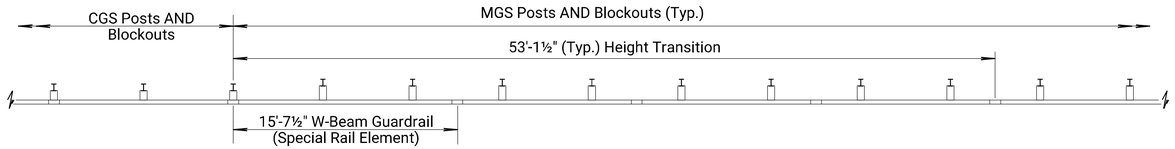
Lap w-beam and thrie-beam guardrail splices, in the direction of permanent traffic, even where temporary traffic may be carried in the opposite direction of the final traffic configuration. Lap end terminal splices per the Manufacturer's Installation Manual in the direction of permanent traffic, even where temporary traffic may be carried in the opposite direction of the final configuration.

The minimum length of w-beam guardrail required between the thrie-beam transition and the guardrail end terminal is 12'-6" for all installations; unless otherwise stated in the Manufacturer's Installation Manual.

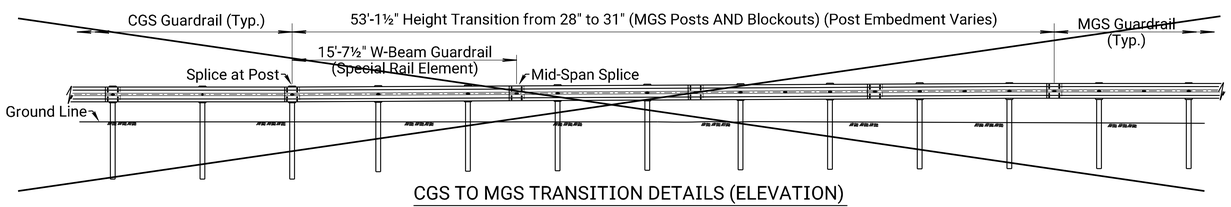
Where pavement with a thickness less than or equal to 8" is encountered during installation, use the details shown on KDOT's 'Guardrail Post Details' Standard Drawings to provide openings in the pavement for the guardrail posts. Where pavement with a thickness greater than 8" or geologic rock is encountered during installation, follow the Manufacturer's Installation Manual for guidance. Where the Manufacturer's Installation Manual does not address pavement with a thickness greater than 8" or geologic rock, contact the manufacturer for instructions or install the guardrail posts as directed by the Engineer.

All work and materials required for w-beam and thrie-bean guardrail installations are paid for under the appropriate bid items for either CGS or MGS guardrail depending on the type of installation.

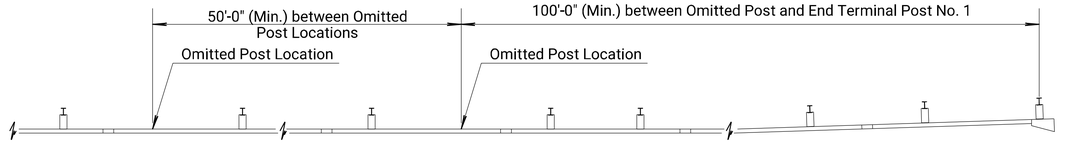
All work and materials required for guardrail end terminal installations are paid for under the bid item for the selected guardrail end terminal. See the table on this sheet for the appropriate end terminal bid item information.



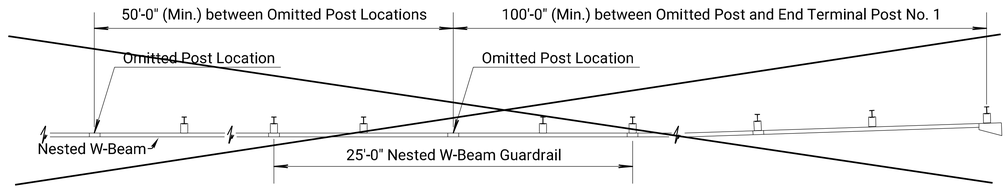
CGS TO MGS TRANSITION DETAILS (PLAN)



CGS TO MGS TRANSITION DETAILS (ELEVATION)



MGS OMITTED POST DETAIL



CGS OMITTED POST DETAIL

MIDWEST GUARDRAIL SYSTEM (MGS) END TERMINALS

END TERMINAL BID ITEM	FLARED OR PARALLEL	MOUNTING HEIGHT	CRASH TESTING CRITERIA	STEEL POST DESIGN AVAILABLE	WOOD POST DESIGN AVAILABLE	ENERGY ABSORBING	MANUFACTURER	DESIGN LENGTH	MANUFACTURER SYSTEM LENGTH
Guardrail End Terminal (MGS-FLEAT)	Flared	31"	NCHRP 350	Yes	Yes	Yes	Road Systems	40'-7½"	37'-6"
Guardrail End Terminal (MGS-SRT)	Flared	31"	NCHRP 350	Yes	Yes	No	Trinity Industries	40'-7½"	37'-6"
Guardrail End Terminal (MGS-MSKT)	Parallel	31"	MASH	Yes	No	Yes	Road Systems	46'-10½"	46'-10½"
Guardrail End Terminal (MGS-SOFTSTOP)	Parallel	31"	MASH	Yes	No	Yes	Trinity Industries	46'-10½"	50'-0½"

CONVENTIONAL GUARDRAIL SYSTEM (CGS) END TERMINALS

END TERMINAL BID ITEM	FLARED OR PARALLEL	MOUNTING HEIGHT	CRASH TESTING CRITERIA	STEEL POST DESIGN AVAILABLE	WOOD POST DESIGN AVAILABLE	ENERGY ABSORBING	MANUFACTURER	DESIGN LENGTH	MANUFACTURER SYSTEM LENGTH
Guardrail End Terminal (FLEAT)	Flared	28"	NCHRP 350	Yes	Yes	Yes	Road Systems	37'-6"	37'-6"
Guardrail End Terminal (SRT)	Flared	28"	NCHRP 350	Yes	Yes	No	Trinity Industries	37'-6"	37'-6"
Guardrail End Terminal (SKT)	Parallel	28"	NCHRP 350	Yes	Yes	Yes	Road Systems	50'-0"	50'-0"

WOOD POSTS REQUIRED, NO OPTION

NO.	DATE	REVISIONS	BY	APP'D
2	9-5-18	ADD. OMITTED POST AND TRANS. DETAILS	A.L.R.	T.T.R.
1	6-5-18	INITIAL RELEASE	A.L.R.	T.T.R.

KANSAS DEPARTMENT OF TRANSPORTATION

GUARDRAIL AUXILIARY DETAILS

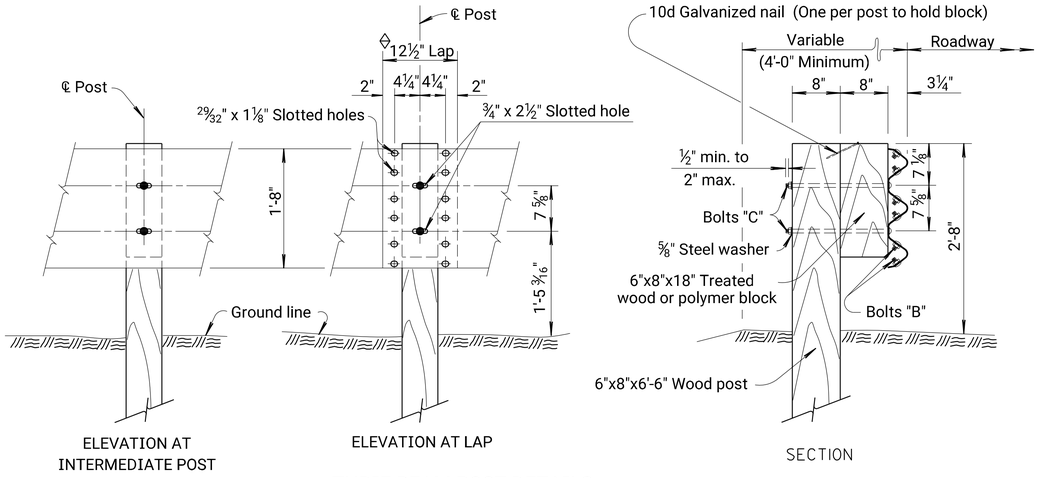
~~RD606~~

FHWA APPROVAL	9-25-18	APP'D.	SCOTT W. KING	
DESIGNED		DETAILED	QUANTITIES	TRACED
DESIGN CK.		DETAIL CK.	QUAN.CK.	TRACE CK.

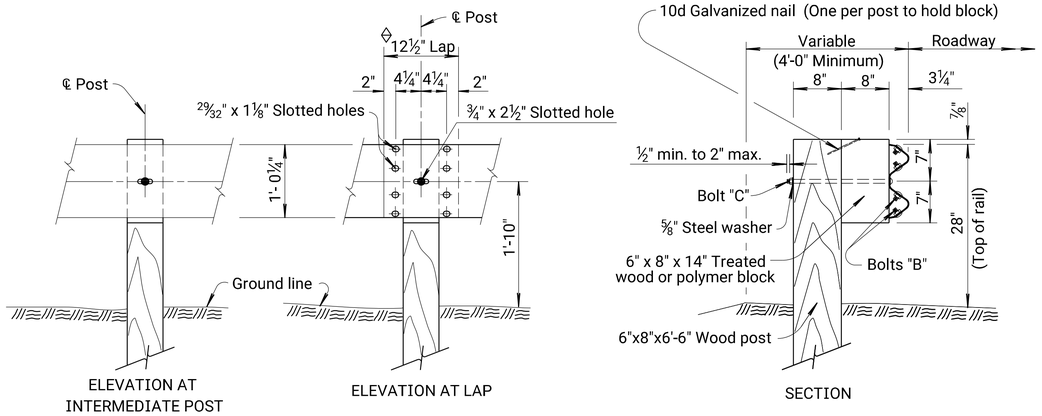
Plotted 8/30/2021
Drawn By : untitled
File : M:\M-20\20-1458M\CAD\Drawing Set\05-rd606.dgn

Notes to Designer: For posts installed in pavement thicker than 8" or posts installed in rock formations refer to AASHTO's Roadside Design Guide for details then revise this drawing and all supporting drawings appropriately.

20-1458M					
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS	
KANSAS	43 C-5078-01	2022	6	44	



THRIE BEAM POST DETAILS



W-BEAM POST DETAILS

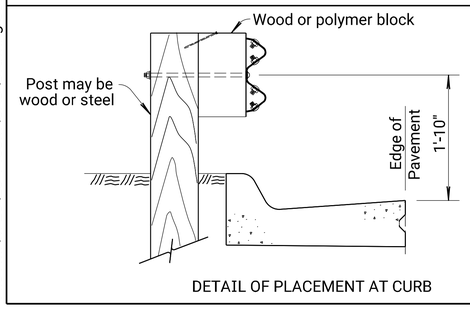
◊ Lap guardrail splices, including terminal connector, in the direction of traffic. Where traffic is temporarily carried in the opposite direction of final configuration, lap rail splices in the direction of permanent traffic.

WOOD POSTS

WOOD POSTS REQUIRED, NO OPTION

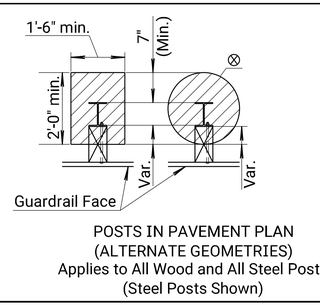
GENERAL NOTES (Wood Posts)

Give all wood posts and wood blocks a preservative treatment, see standard specifications. Thoroughly saturate all cuts, injuries and bolt holes on wood posts and blocks with preservative. Use only one type of preservative treatment on a project. Use S4S rectangular posts and wood blocks, see standard specifications. Use only one post/blockout type within guardrail run, this excludes the the guardrail end terminals. Set guardrail posts by digging or by driving. Use post caps to protect the post from crushing during driving operations. Contractor must notify Engineer at the earliest time when a non-removable manmade object (footing, pipe, etc.) is encountered and prevents installation of a full length post. Contractor must obtain Engineer approval prior to cutting post shorter than 6'-6". Approved polymer blockouts may be substituted for wood blockouts. Only one type of blockout is permitted on each guardrail installation. This excludes the guardrail end terminals unless certified by the manufacturer. All dimensions are nominal and are subject to manufacturing tolerances. Excavation including rock, shale, and other materials for erection of Guardrail is subsidiary to various bid items for which payment is made. Where guardrail posts are installed in pavement, form openings in the pavement for the guardrail posts.



DETAIL OF PLACEMENT AT CURB

Note: When face of guardrail is aligned with the face of a curb, measure the height of rail from the pavement surface at the curb/pavement joint as shown. Use a laydown type curb where the face of the guardrail is not located at the face of the curb.

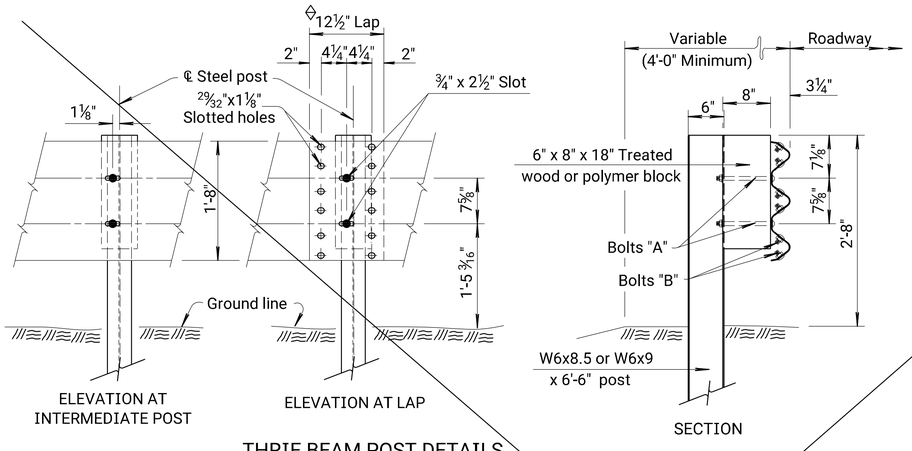


POSTS IN PAVEMENT PLAN
(ALTERNATE GEOMETRIES)
Applies to All Wood and All Steel Posts
(Steel Posts Shown)

▨ Slurry Grout (Low Strength). See KDOT's Standard Specifications

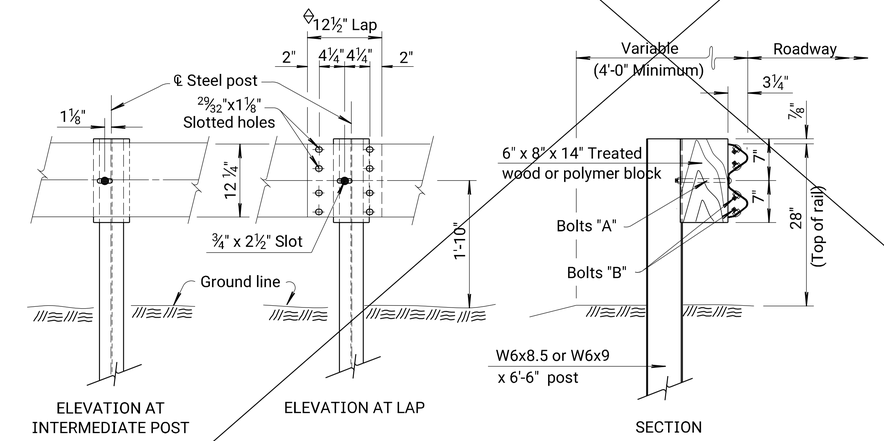
⊗ Diameter may vary from 1'-6" (min.) to 2'-0".

Note: Low Strength Grout must have a 28-day compressive strength of 120 psi or less. All work and materials related to posts in pavement are subsidiary to other guardrail bid items. Rectangular geometry shown in Posts in Pavement detail. Circular geometry, as shown on this sheet, may be used at the Contractor's option.



THRIE BEAM POST DETAILS

◊ Lap guardrail splices, including terminal connector, in the direction of traffic. Where traffic is temporarily carried in the opposite direction of final configuration, lap rail splices in the direction of permanent traffic.



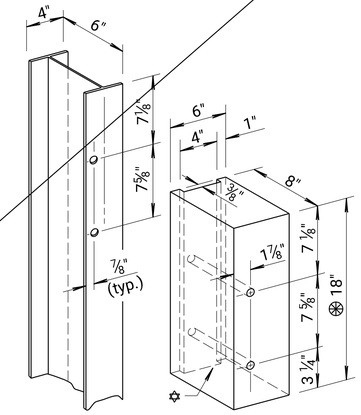
W-BEAM POST DETAILS

STEEL POSTS

GENERAL NOTES (Steel Posts)

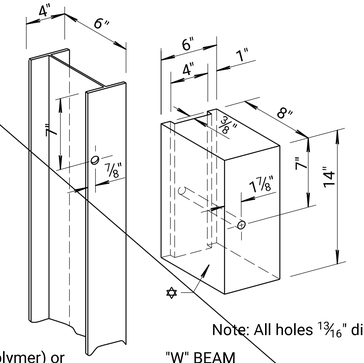
Use grade of steel for steel posts that meets the requirements of the standard specifications. Hot dip galvanize the posts after fabrication, see standard specifications. Use only one post/blockout type within guardrail run, this excludes the guardrail end terminals. For wood/polymer blockout requriements see standard specifications. Approved polymer blockouts may be substituted for wood blockouts. Only one type of blockout is permitted on each guardrail installation. This excludes the guardrail end terminals. Set guardrail posts by digging or by driving. Use post caps to protect the post from crushing during driving operations. Contractor must notify Engineer at the earliest time when a non-removable manmade object (footing, pipe, etc.) is encountered and prevents installation of a full length post. Contractor must obtain Engineer approval prior to cutting post shorter than 6'-6" except as allowed on Standard Drawing RD617. All dimensions are nominal and are subject to manufacturing tolerances. Excavation including rock, shale, and other materials for erection of Guardrail is subsidiary to various bid items for which payment is made. Where guardrail posts are installed in pavement, form openings in the pavement for the guardrail posts.

See Standard Drawing RD613 for Thrie-Beam Transition Section Details.



Note: All holes 13/16" dia.

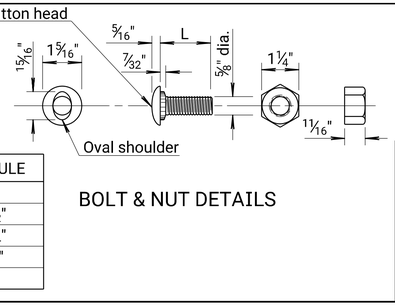
THRIE BEAM
HOLE PUNCHING DETAILS



Note: All holes 13/16" dia.

"W" BEAM
HOLE PUNCHING DETAILS

✡ Non-Metallic (Polymer) or Treated Wood Block



BOLT & NUT DETAILS

BOLT SIZE SCHEDULE	
Bolt	L
A	8 ½"
B	1 ¼"
C	18"

Galvanize all bolts, nuts, and washers in accordance with the KDOT's Standard Specifications.

NO.	DATE	REVISIONS	BY	APP'D
13	9-5-18	Added Det., Posts In Pavement	A.L.R.	T.T.R.
12	12-14-10	Revised notes, 28" w-be	S.W.K.	J.O.B.
11	6-30-04	Remove steel blockout and notes	S.W.K.	J.O.B.
10	7-15-02	Add polymer block-out alternate	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

GUARDRAIL POST DETAILS

~~RD611~~

FHWA APPROVAL	9-25-18	APP'D. SCOTT W. KING	
DESIGNED	DETAILED	QUANTITIES	TRACED
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK.

Plotted :8/30/2021
Drawn By : untitled
File : M:\M-20\20-1458M\CAD\Drawing Set\06-rd611.dgn

20-1458M	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	KANSAS	43 C-5078-01	2022	7	44

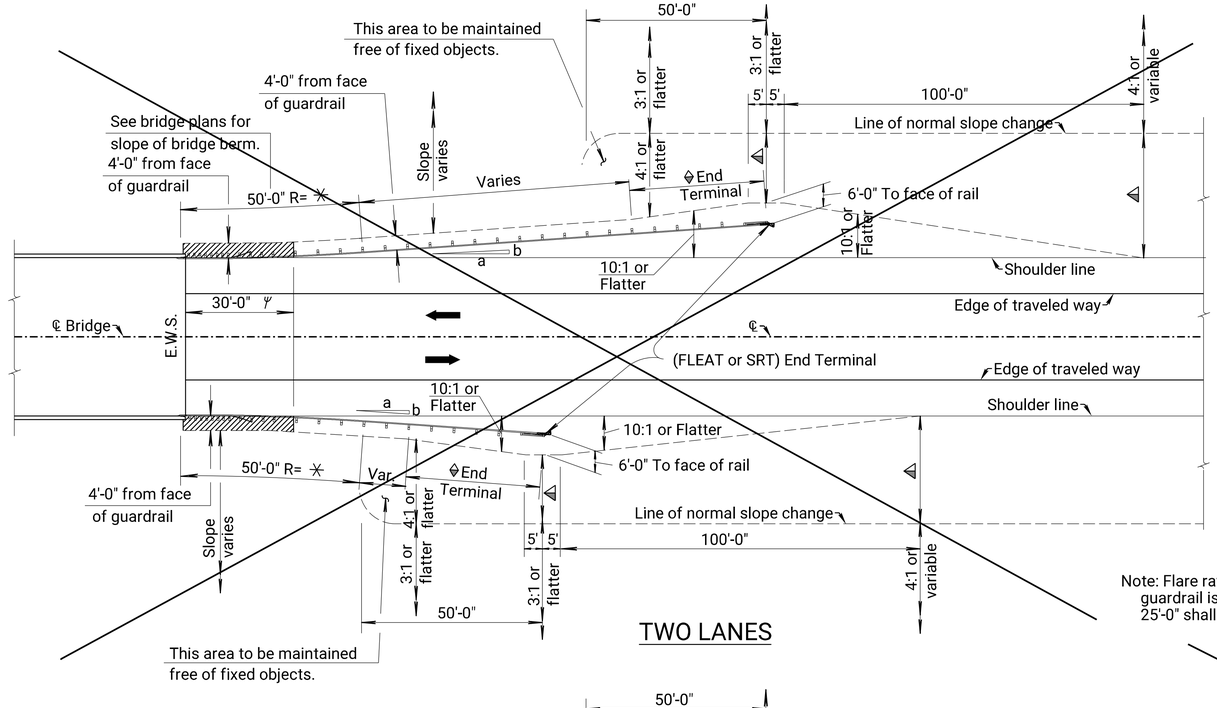
DESIGN PARAMETERS				
Design Speed (mph)	Flare Rate (a:b)	Radius (R)	Flare Rate (2a:b)	Radius (R)
70	15:1	375.55'	30:1	375.14'
60	14:1	350.59'	26:1	325.16'
55	12:1	300.69'	24:1	300.17'
50	11:1	275.76'	21:1	262.70'
45	10:1	250.83'	18:1	225.23'
40	8:1	201.04'	16:1	200.26'

GENERAL NOTE

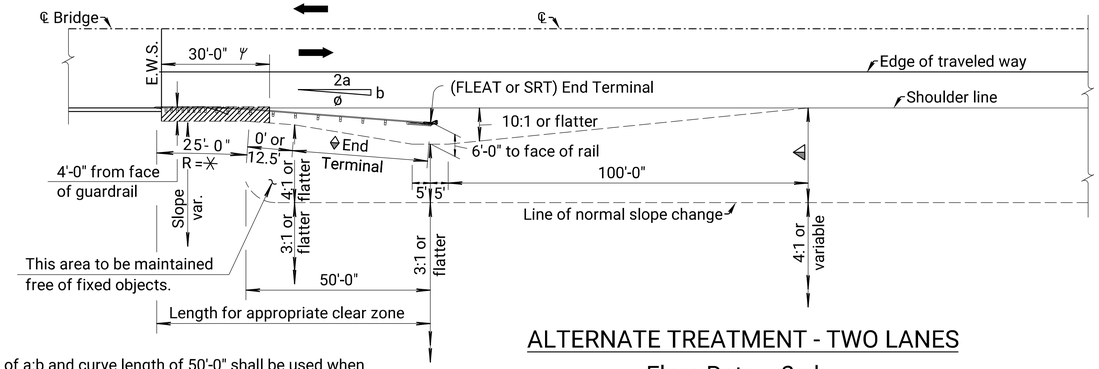
For guardrail and rubrail sections, details, and general notes see KDOT's 'W-Beam with Rubrail Bridge Approach Transition Details' Standard Drawings. For post details see KDOT's 'Guardrai Post Details' Standard Drawings

The ratio of a:b may be specified as zero for long runs of guardrail in high fill areas.

Widening, slopes & transition for Four Lane will be similar to that shown on two lane detail.



TWO LANES

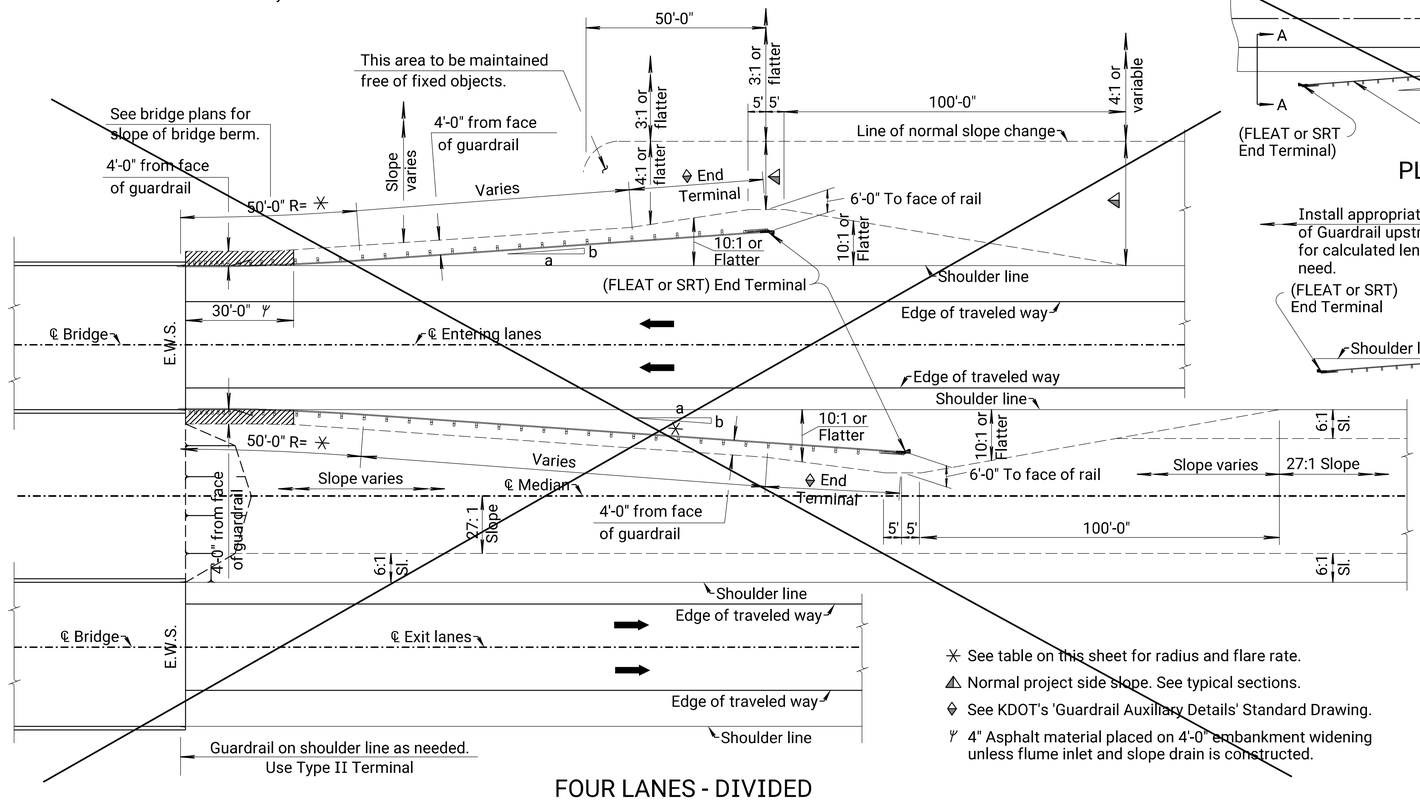


ALTERNATE TREATMENT - TWO LANES

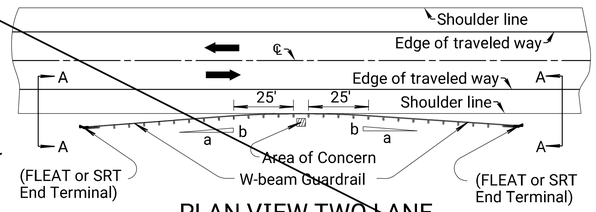
Flare Rate = 2a:b

(GUARDRAIL LENGTHS OF 62.5' AND 75')

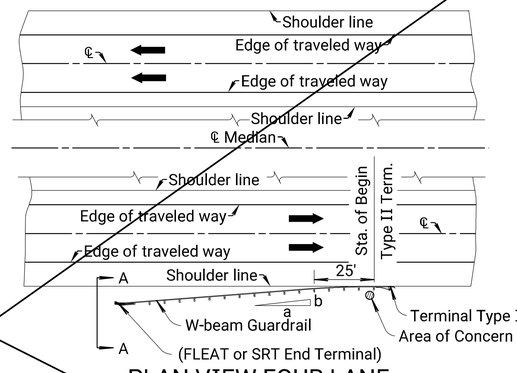
Note: Flare rate of a:b and curve length of 50'-0" shall be used when guardrail is beyond shy line, flare rate of 2a:b and curve length of 25'-0" shall be used when guardrail is located inside the shy line.



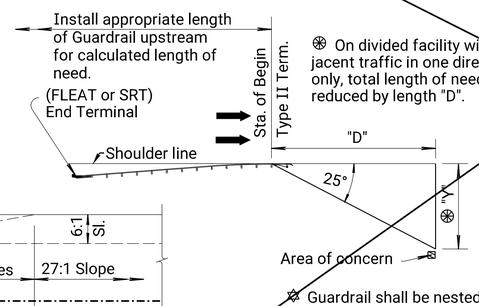
FOUR LANES - DIVIDED



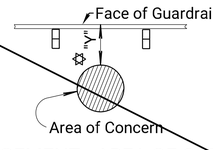
PLAN VIEW TWO LANE



PLAN VIEW FOUR LANE



Guardrail shall be nested and post spacing reduced to one half of normal spacing when "Y" is less than 5'. Ridid barrier shall be used when "Y" is less than 3'-3".



ENLARGEMENT - AREA OF CONCERN

DETAILS OF GUARDRAIL PROTECTION AT ROADSIDE OBSTACLE

✳ See table on this sheet for radius and flare rate.

⚠ Normal project side slope. See typical sections.

⟠ See KDOT's 'Guardrail Auxiliary Details' Standard Drawing.

Y 4" Asphalt material placed on 4'-0" embankment widening unless flume inlet and slope drain is constructed.

WOOD POSTS REQUIRED, NO OPTION

NO.	DATE	REVISIONS	BY	APP'D
8	6-5-18	Removed Flare-beyond-the-Flare	A.L.R.	T.T.R.
7	5-15-17	Removed X-LITE	A.L.R.	S.W.K.
6	7-2-09	Added roadside obstacle details	S.W.K.	J.O.B.
5	1-10-07	Changed bituminious to asphalt	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

W-BEAM WITH RUBRAIL BRIDGE APPROACH TRANSITION TYPICAL ALIGNMENTS (FLARED)

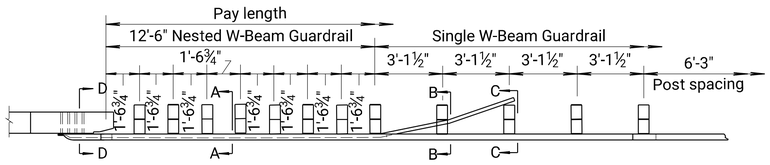
~~RD615A~~

FHWA APPROVAL	6-19-18	APP'D. SCOTT W. KING	
DESIGNED	DETAILED	QUANTITIES	TRACED
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK.

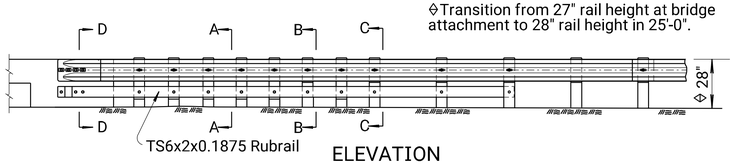
Notes to Designer: Guardrail length of need shall be determined in accordance with the AASHTO Roadside Design Guide using L1= 25' for flare rate of a:b and L1=12.5' for flare rate of 2a:b for a typical installation as shown on this sheet.
This sheet shall be used when the flared guardrail design for typical layout shown (FLEAT or SRT) is selected.
Material for asphalt widening shall be included in the plan quantities.

Drawn By : untitled
File : M:\M-20\20-1458M\CAD\Drawing Set\07-rd615a.dgn
Plotted :8/30/2021

20-1458M	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	KANSAS	43 C-5078-01	2022	8	44

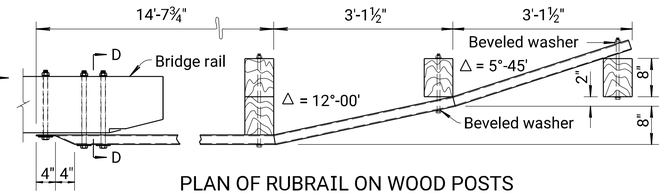


PLAN

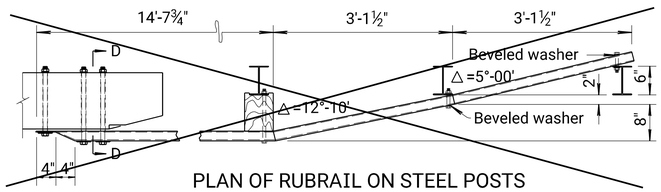


◊Transition from 27" rail height at bridge attachment to 28" rail height in 25'-0".

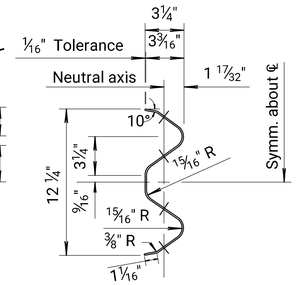
ELEVATION



PLAN OF RUBRAIL ON WOOD POSTS



PLAN OF RUBRAIL ON STEEL POSTS



SECTION THRU TYPICAL W-BEAM RAIL ELEMENT

GENERAL NOTE

Include all material and work for this installation in the pay item "Steel Plate Guardrail" paid by the lineal foot.

Use 10 or 12 gauge steel guardrail elements unless otherwise called out, see standard specifications.

Bridge Rail Transition consists of one 12'-6" W-beam section nested in back of one 25'-0" section. Furnished remaining rail elements in either 12'-6" or 25'-0" sections.

Guardrail parts furnished under this specification shall be interchangeable with similar parts regardless of the source or manufacturer.

Shop fabricate tubular steel rubrail from ASTM A36 structural steel, form angles in rubrail by shop bending or welding. Rubrail is subsidiary to the bid item "Steel Plate Guardrail".

Galvanize rail elements, post fittings, bolts, nuts, washers and anchor bolts after fabrication in accordance with the standard specifications.

Shop or field drill holes in posts and/or tubular steel rubrail for attachment. When holes are field drilled touch up any damage to the galvanized coating with zinc based paint.

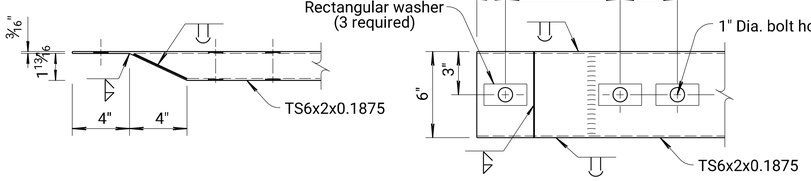
Shop bend rail when radius is less than 150'.

Fabricate Special End Shoe from 10 gauge steel in accordance with standard specifications.

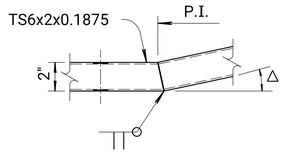
The Special End Shoe has the same section as guardrail and is subsidiary to guardrail.

Lap guardrail splices, including Special End Shoe, in the direction of traffic. Where traffic is temporarily carried in the opposite direction of final configuration, lap rail splices in the direction of permanent traffic.

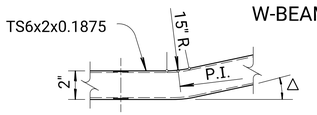
See Std. Drawing RD611 for additional details of posts not shown on this sheet.



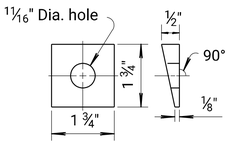
TYPICAL END RUB RAIL DETAILS



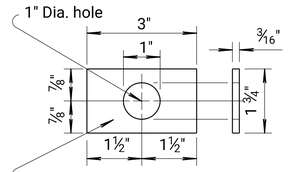
SHOP WELDED OPTION



SHOP BENT OPTION

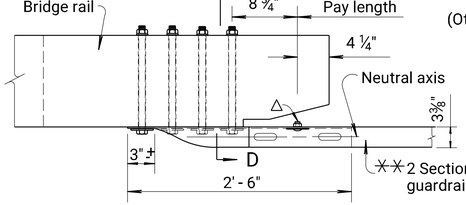


BEVELED WASHER



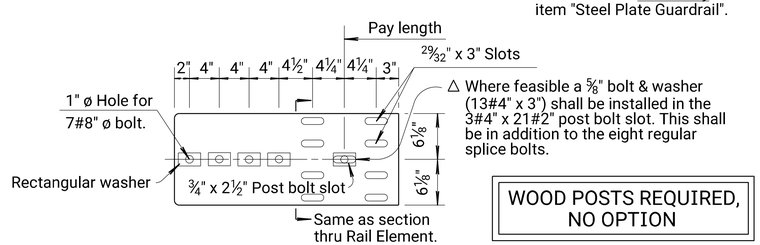
Rectangular washer to be used at bridge connections only.

RECTANGULAR WASHER
(Other approved washer may be used.)



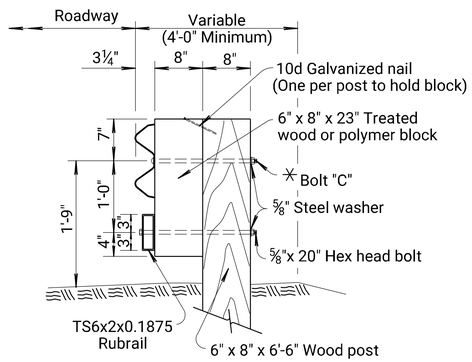
PLAN SPECIAL END SHOE

△△ One section of the two shall be considered as subsidiary to the bid item "Steel Plate Guardrail".

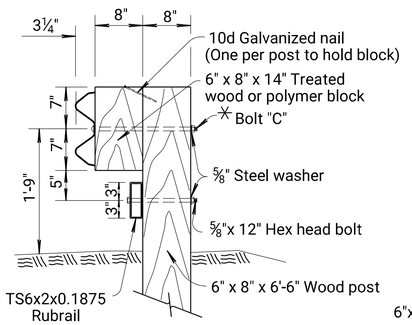


ELEVATION SPECIAL END SHOE

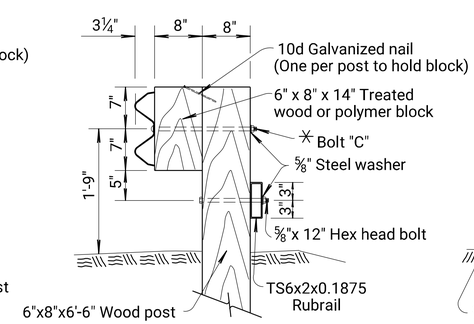
WOOD POSTS REQUIRED, NO OPTION



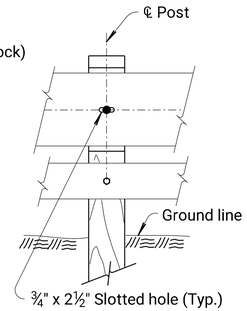
SECTION A-A



SECTION B-B



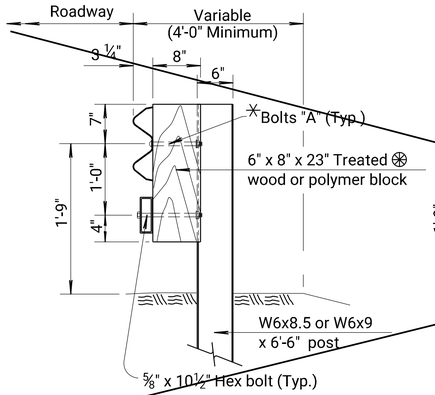
SECTION C-C



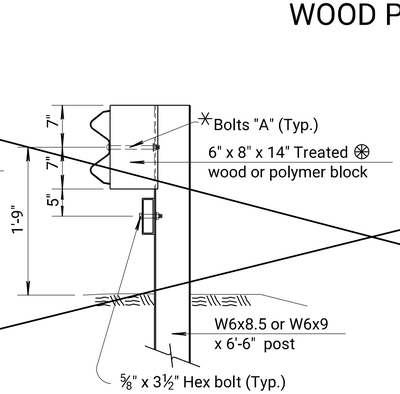
ELEVATION WITH RUBRAIL

WOOD POSTS

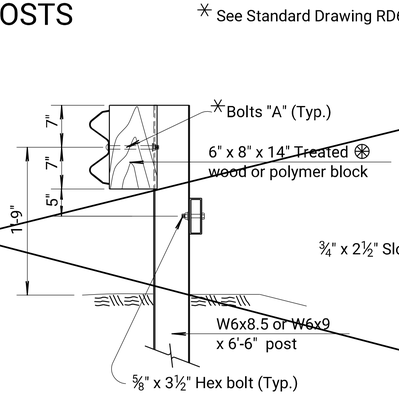
✳ See Standard Drawing RD611 for details of Bolts A, & C.



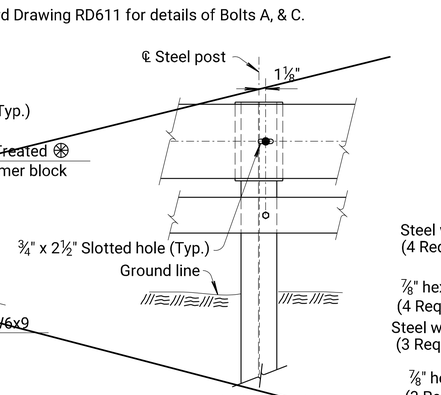
SECTION A-A



SECTION B-B



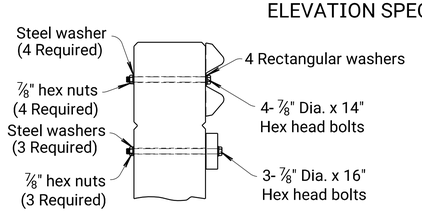
SECTION C-C



ELEVATION WITH RUBRAIL

STEEL POSTS

⊛ Blocks used with steel posts shall be grooved to fit over the flange of the post and may be Wood or Polymer.



SECTION D-D

NO.	DATE	REVISIONS	BY	APP'D
14	12-14-10	Revised notes, 28" rail height	S.W.K.	J.O.B.
13	4-02-08	Removed Galvanized callout	S.W.K.	J.O.B.
12	2-06-07	Corrected spelling error	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

W-BEAM WITH RUBRAIL BRIDGE APPROACH TRANSITION DETAILS

~~RD616~~

FHWA APPROVAL 1-1 1-1 1		APP'D. James O. Brewer	
DESIGNED	DETAILED	QUANTITIES	TRACED Bowser
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK. King

Plotted :8/30/2021
Drawn By : untitled
File : M:\M-20\20-1458M\CAD\Drawing Set\08-rd616.dgn

20-1458M	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	KANSAS	43 C-5078-01	2022	9	44

SUMMARY OF QUANTITIES

Item / Location	Excavation Class I Cu. Yds.	Excavation Class II Cu. Yds.	Concrete (Grade 4.0) (AE) (SW) Cu. Yds.	Concrete (Grade 4.0) (AE) Cu. Yds.	Reinforcing Steel (Grade 60) Lbs.	*Piles (Steel) (HP 10x42) Lin. Ft.	Test Piles (Special) (HP10x42) Lin. Ft.	Cast Steel Pile Points Ea.	Contractor Furnished PDA Ea.	Slope Protection (Shot Rock) Cu. Yds.	Geotextile Fabric Sq. Yds.		
Abutment No. 1	41	——	**	——	**	261.6	——	4	——	117.7	62.3		
Pier No. 1	——	45	——	30.1	2,446	378.0	——	6	1	——	——		
Pier No. 2	——	45	——	30.1	2,446	320.0	74	6	1	——	——		
Abutment No. 2	41	——	**	——	**	251.2	——	4	——	162.9	59.4		
Substr. Total	82	90	——	60.2	4,892	1210.8	74	20	2	280.6	121.7		
Superstr. Total	——	——	219.8	——	62,433	——	——		——	——	——		
Total	82	90	219.8	60.2	67,330	1211 †	74 ◆	20	2	281	122		

** Quantities are included in the Superstructure Total Quantity.

† Summary of Piling
Abutment No. 1 4 @ 65.4'
Pier No. 1 6 @ 63.0'
Pier No. 2 5 @ 64.0'
Abutment No. 2 4 @ 62.8'

◆ Summary of Test Piling
Pier No. 2 1 @ 74.0'

*NOTE: Only HP10X42 Steel Piles shall be used on this structure.

INDEX TO BRIDGE DRAWINGS

GENERAL NOTES

CHANNEL IMPROVEMENT AND EXCAVATION: The Contractor shall excavate the channel and complete the embankment at the bridge site to the limits shown prior to the construction of the new bridge.

EMBANKMENT: Complete the embankment at the abutments as shown on the Bridge Excavation sheet prior to driving the abutment piling or commencing with the abutment footing excavation.

BACKFILL COMPACTION: Compact backfill at the abutments.

BRIDGE EXCAVATION: Elevation 970.25 shall designate the Excavation Boundary Plane of Class I and Class II Excavation; Class I above the plane, Class II below the plane. See the Bridge Excavation sheet for the limits of pay excavation.

SOUNDINGS: Sounding shown on these plans are taken from notes obtained in the field and represent the best information available to Jackson County.

PILING: Drive all piling to penetrate or bear upon the Willard Shale formation. Driving shall stop when in the opinion of the Engineer additional driving may damage the piling. Drive all piling to the Pile Driving Formula Load of:

Abutment No. 1	62.6 tons
Abutment No. 2	62.6 tons
Pier No. 1	95.4 tons
Pier No. 2	95.4 tons

As a minimum drive each pile to the load and penetration, but in no case shall the pile be driven to more than 110% of Pile Driving Formula Driving Load. At any location where problems are experienced, pile damage is suspected, or the Pile Driving Formula Load occurs significantly above the design pile tip elevation, the Pile Driving Analyzer (PDA) equipment shall be used at both piers as indicated on the Construction Layout, Sheet No. 11.

PILING SPLICE LOCATION: Integral pile splice locations and weld testing criteria for Abutments and Piers will follow the "Standard Pile Details" Sheet (BR110).

TEST PILE SPECIAL: Drive the test pile special at the locations directed by the Engineer/Geologist or as shown on Plans. Use Pile Driving Analyzer (PDA) equipment and methods compliant with KDOT Specifications. The test piling shall remain in place as permanent piling. Drive the test pile special piling to the resistance value of the Strength 95.4 ton/pile load divided by Phi shown on the plans.

CONTRACTOR FURNISHED PDA: Use the Pile Driving Analyzer equipment at the locations shown on the Construction Layout. Use Pile Driving Analyzer equipment and methods compliant with KDOT Special Provision. The piling shall remain in place as permanent piling. Drive the piling to the resistance value of (Strength I divided by Phi).

At any location where problems are experienced, pile damage is suspected, or the Pile Driving Formula Load occurs significantly above the design pile tip elevation, the Owner's designated Engineer may request that the Pile Driving Analyzer (PDA) equipment may be used.

DEMOLITION PLANS: This is a Category A Demolition. Submit detailed Demolition Plans to the Owner's designated Engineer per KDOT Specifications. No Demolition work will begin without approved Demolition Plans. A Licensed Professional Engineer is not required.

REMOVAL OF EXISTING STRUCTURES: Removal of existing structure is included in the bid item "Removal of Existing Structure", Lump Sum. All material obtained from the removal of the existing structure shall become the property of the Contractor and removed from the site.

CONCRETE: Superstructure concrete is bid as Concrete (Grade 4.0)(AE)(SW). Substructure concrete is bid as Concrete (Grade 4.0)(AE). Bevel all exposed edges of all concrete with a ¾" triangular molding, except as otherwise noted on the plans. Construction joints are optional with the Contractor, but if used, place only at locations shown, or at locations approved by the Engineer.

REINFORCING STEEL: All reinforcing steel dimensions are to the centerline of bars unless otherwise noted. All reinforcing steel shall conform to the requirements of ASTM A615, Grade 60.

CAMBER: Provide camber as shown on the Camber Diagram unless the Contractor uses either long span steel beam falsework (concrete dead load deflection greater than ¼") or timber falsework with greater than 12'–0" clear span. If either case exists, submit falsework plans that show the additional required camber.

CONSTRUCTION JOINTS: Construction joints shown are optional with the Contractor. If used, place the construction joints at locations shown or at locations approved by the Engineer.

CONSTRUCTION LOADS: Limited traffic is permitted on the new sub–deck, one–course deck or any concrete overlay during the curing period, **keep any exposed deck wet during the curing period.** See KDOT Specifications Section 710 Table 710–2.

FALSEWORK PLANS: A licensed Professional Engineer shall design the falsework details. Details shall bear the seal of a licensed Professional Engineer. See the Bridge Design Manual, Section 5.1 "Review and Approval of Falsework Plans", for a listing of items to be included on the falsework plan. Submit three sets of details in compliance with KDOT Specifications to the Owner's designated Engineer for review and distribution.

FALSEWORK INSPECTION: This project has falsework plan requirements which are considered "Category 2" by KDOT specifications. If falsework deficiencies or variations from the approved and sealed plans are found, the falsework design Engineer of Record will provide written approval of the changes. If for the convenience of the Contractor the falsework becomes "Category 1" by the use of non–typical supports; then the inspection and review requirement of "Category 1" will be fully enforced, but at no cost to the Owner. "Category 2" falsework inspection is not paid for directly, but is subsidiary to other bid items.

FALSEWORK: Leave the falsework in place for the entire unit until 15 days after the last concrete pour for the unit or longer as directed by the Engineer.

FALSEWORK PLANS AND SHOP DRAWINGS: Use U.S. Customary system of units on falsework plans and shop drawings.

CORRAL RAIL: Build the corral rail after the falsework is struck.

HEADER BOARD: Immediately after the vertical forms on the EWS are removed, protect the exposed EWS by bolting a wooden header (Minimum dimension of 2⅝" by 7½") to the exposed vertical surface of the EWS. Extend the header board the full width of the EWS or use 1 section of header board for each lane of traffic. Shape the header board to comply with the crown surface of the bridge surface, and install it flush with the concrete wearing surface. This item shall be paid for subsidiary to the bid item "Concrete (Grade 4.0) (AE) (SW)".

CONCRETE PLACING SEQUENCE: The sequence of placing concrete in the slab and curbs shall be as shown, or the Contractor may submit an alternate placing sequence for review. Submit the alternate placing sequence to the Engineer at the Preconstruction Conference. Include the proposed rate of concrete placement in C.Y./h, the plant capacity, placement direction, construction joint location, a description of the equipment used in placing the concrete, proposed admixtures and the quantity of concrete in each placing segment. Any additional cost for the Contractor's alternate plan of placing the concrete, including admixtures, shall be at the Contractor's expense and shall be considered subsidiary to the bid item, "Concrete (Grade 4.0) (AE) (SW)". Approval of the Contractor's alternate sequence is required prior to placement of concrete in the deck.

SLOPE PROTECTION (Shot Rock): Place Slope Protection (Shot Rock) (18") to the limits and thicknesses shown on the plans or as directed by the Engineer.

DRIP LINE PROTECTION: Place a 10 ft. wide mat of geotextile under the rock/rubble embankment on the berm and berm slopes and centered on the drip lines of the slab.

DIMENSIONS: All dimensions shown on the design plans are horizontal dimensions unless otherwise noted. Make necessary allowances for the roadway grade and cross slopes.

CONTRACTOR CONSTRUCTION STAKING: Contractor Construction Staking for clear span bridges requires two independent surveys. See KDOT Specifications.

ASBESTOS INFORMATION: (Not yet determined)

DESIGN DATA

DESIGN SPECIFICATIONS:
AASHTO Specifications, 8th Edition, 2017 with latest Interim Specifications. Load and Resistance Factor Design.

DESIGN LOADING:
HL–93

Design Dead Load includes an allowance of 25 psf for a future wearing surface.

UNIT STRESSES:

Concrete (Grade 4.0)	f'c	=	4.0 ksi
Concrete (Grade 4.0)(AE)	f'c	=	4.0 ksi
Concrete (Grade 4.0)(AE)(SW)	f'c	=	4.0 ksi
Reinforcing Steel (Grade 60)	fy	=	60 ksi

LRFD DESIGN PILE LOAD:

Design Loading (Tons/Pile)	Strength I	Service I	Phi
Abutment	62.6	40.2	0.45
Pier	95.4	59.3	0.65

LFD & LRFR RATING FACTORS

Truck / Rating Level	Inventory	Operating
HS–20 (36T)	1.27	1.63
HET (110T)		1.36
2002 LFD Rating, 17th Edition AASHTO		
HL–93 Loading	1.04	1.33
NRL	1.23	1.59
2016 Manual for Bridge Evaluation		

NO.	DATE	REVISIONS	BY	APP'D
6	10/19/15	Added Asbestos Not8221 Option	JPJ	CER
5	2/4/15	Modified Per 2015 Specification	JPJ	CER
4	4/7/14	Current Release	JPJ	CER
3	1/12/14	Added Benchmark	JPJ	CER
2	08/2/12	ADDED NOT3135 & NOT3145	JPJ	TLF
1	04/29/10	ADDED RATING TABLES	JPJ	KFH

KANSAS DEPARTMENT OF TRANSPORTATION

GENERAL NOTES AND QUANTITIES

SHEET NO. OF	SCALE	APP'D	
DESIGNED	DETAILED	QUANTITIES	CADD
DESIGN CK.	DETAIL CK.	QUAN. CK.	CADD CK.

Plotted By: $$USERNAME$$ | Plot Location: $UNIT$
File: $$$$$$$$$$$$$$$$DGNSPEC$$$$$$$$$$$$$$$$
Plot Date: $$$$$SYTIME$$$$$

E ¼ Corner Sec. 12, T6S, R15E = ℄ Sta. 188+00

1. Found ½" A.P.T. LS 1314 Capped Bar 1" Deep.
2. Found Spk. and Wshr. S Face of Power Pole. 22.3' ENE
3. Found Spk. and Wshr. Top Fence Post. 21.1' NE
4. Centerline of Driveway to the West. 60.0' S
5. Centerline of "T" Road Bearing North–South. 1.5' W
6. In Line with Fence to the East.
7. N. 1000.00 E. 1000.00

P.O.T. 203 = ℄ Sta. 197+12.77 = 13.75' Rt. of ℄ Sta. 297+12.87

1. Set on Sectionline.
2. Set Set ½" BG Capped Rebar 4" Deep.
3. Set Mag Nail and Wshr. in E Side of Fence Post. 34.3' NE
4. Set Wire and Wshr. Around Steel Fence Post. 18.5' E
5. Set Railroad Spk. in W. Face of Power Pole (BM 101) 99.0 SSE
6. Sets in Traveled Way North–South "T Road".
7. N. 1912.77 E. 1000.00

P.O.T. 202 = ℄ Sta. 206+52.21 = 5.47' Rt. of ℄ Sta. 306+52.11

1. Set on Sectionline.
2. Set Set ½" BG Capped Rebar 4" Deep.
3. Set Mag Nail and Wshr. in SE Face of 50" Tree. 42.5' SW
4. Set Mag Nail and Wshr. in NW. Face of Power Pole. 32.2' NE
5. Set Steel "T" Post 4" Deep (BM 103) 56.9' SE
6. Traveled Way North–South Mud Road "T Road". 2.0' E
7. N. 2852.21 E. 1000.00

NE Corner Sec. 12, T6S, R15E = ℄ Sta. 214+44.76

1. Found ½" Bar 2" Deep.
2. Found Spk. in Top of Fence Corner Post. 44.4' SE
3. Found Spike and Shiner (Flood Mark Disc) in NE Face Power Pole. 43.6' SW
4. Set Mag and Wshr. in Top of Fence Post. 81.5' NE
5. Traveled Wau of 278th Road Bearing East–West. 11.0' N
6. Traveled Way of "T" Road Bearing South. 4.0' E
7. In Traveled Way of "T" Road Bearing South.
8. N. 3644.76 E. 1000.00

20-1458M

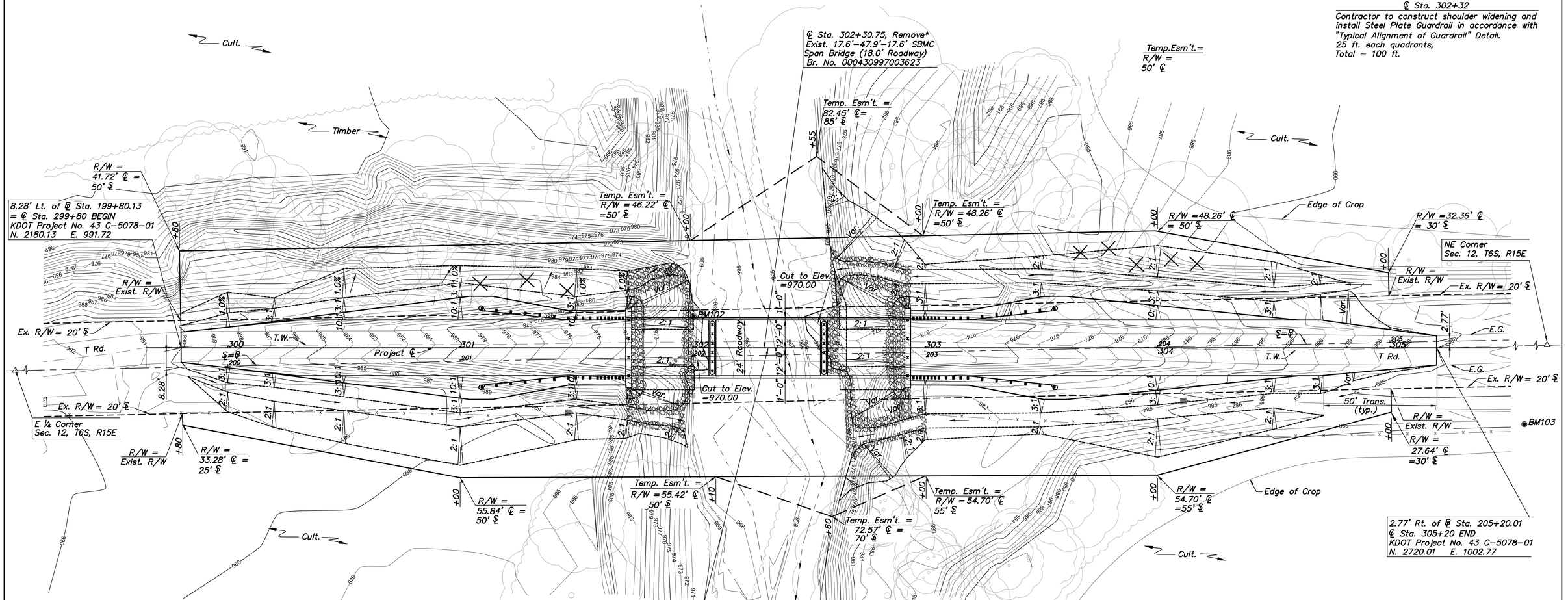
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
Kansas	43 C–5078–01	2022	10	44

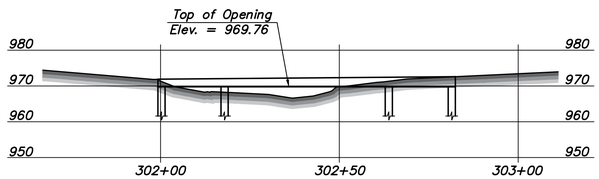
*Note: All materials obtained from removal of existing structure shall become the property of Contractor and removed from site.

Note: Construction of embankment and channel widening at the bridge shall be completed by the Contractor before construction of bridge begins.

℄ Sta. 302+32

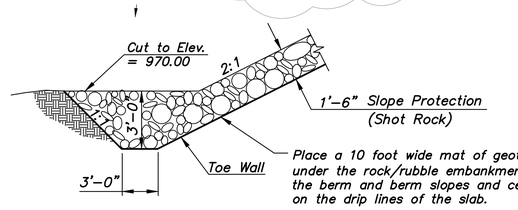
Contractor to construct shoulder widening and install Steel Plate Guardrail in accordance with "Typical Alignment of Guardrail" Detail.
25 ft. each quadrants,
Total = 100 ft.





EXISTING WATERWAY OPENING

Area = 78.3 sq. ft.
Scale = 1" = 20'



Place a 10 foot wide mat of geotextile under the rock/rubble embankment on the berm and berm slopes and centered on the drip lines of the slab.

TOE WALL DETAIL

No Scale

BM102 Set Chiseled Sq. Cut in NW Cor. of SW Conc.Wing.
17.22' Lt. of ℄ Sta. 202+00.78 =
13.45' Lt. of ℄ Sta. 302+00.45
Elev. = 971.83 N. 2400.78 E. 982.78

BM103 Set Metal "T" Post 4" Deep.
37.41' Rt. of ℄ Sta. 206+09.38 =
32.81' Rt. of ℄ 306+10.06
Elev.=989.65 N. 2809.38 E. 1037.41

N

10' 0 20' 40'

Contour Intervals = 1 ft.

℄ Sta. 301+71.25 to ℄ Sta. 302+00.54, Construct 18" Slope Protection (Shot Rock).
Total = 117.7 cu.yds.

℄ Sta. 302+57.59 to ℄ Sta. 303+00, Construct 18" Slope Protection (Shot Rock).
Total = 162.9 cu.yds.

JACKSON COUNTY HIGHWAY DEPARTMENT

TOPOGRAPHY MAP

BG CONSULTANTS
ENGINEERS · ARCHITECTS · SURVEYORS

20-1458M	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	Kansas	43 C-5078-01	2022	11	44

122'-6" E.W.S. to E.W.S.

1'-3" | 36'-0" | 48'-0" | 12'-0" | 36'-0" | 1'-3"

EWS ℄ Sta. 301+70.75 Elev. = 983.91
Abut. No. 1 ℄ Sta. 301+72 Elev. = 983.90
Pier No. 1 ℄ Sta. 302+08 Elev. = 983.80
D.H.W. ($Q_{<5}$) Elev. = 981.50
O.H.W. Elev. = 968.75
Pier No. 2 ℄ Sta. 302+56 Elev. = 983.80
D.H.W. cl. = 0.65'
Abut. No. 2 ℄ Sta. 302+92 Elev. = 983.80
EWS ℄ Sta. 302+93.25 Elev. = 983.80

990 / 980 / 970 / 960 / 930 / 920 / 910

Proposed Grade
Exist. Ground
Berm Elev. 979.90
Berm Elev. 979.80
Fill
Clay
Sand
Silty Sand
Shale
Excavation Boundary Plane Elev. = 970.25
2:1
±78.25
+98.05
+66.15
±85.75
Cut to Elev. = 970.00
Cut to Elev. = 970.00
Class I Excavation
Class II Excavation

4–HP10x42 Piles @ 65.4'
6–HP10x42 Piles @ 63.0'
6–HP10x42 Piles @ 64.0'
4–HP10x42 Piles @ 62.8'
Bottom of Pile Elev.=915.00
Bottom B.H. #1
Bottom of Pile Elev.=918.50
Bottom B.H. #2
Bottom of Pile Elev.=917.50
Bottom B.H. #3
Bottom of Pile Elev.=917.50
Bottom B.H. #4
Willard Shale Formation
Wabaunsee Group

301+00 | 301+50 | 302+00 | 302+50 | 303+00 | 303+50

ELEVATION

℄ Sta. 302+32 Construct 36'–48'–36' RCSH Span Bridge (24' Roadway)

DRAINAGE DATA

Drainage Area	85.7 Sq. Mi.
Design Frequency ($Q_{<5}$)	<5 Years
Design Discharge ($Q_{<5}$)	4,747 cfs
Design High Water Elevation	981.50
Design Backwater	0.03 ft.
Design Backwater Elevation	981.54
Overtopping Elevation (Sta. 302+32)	983.80
Overtopping Discharge	6,546 cfs
Overtopping Frequency	>5 Years
Ordinary High Water Discharge (Q_{OHW})	708 cfs
Discharge at Q_{100}	19,200 cfs
Backwater at Q_{100}	–0.06 Ft.
Backwater Elevation at Q_{100}	990.62
Historic High Water Elevation	Unknown
Ordinary High Water Elevation	968.75
Total Waterway Provided	1,146.8 Sq. Ft.
Design Waterway Provided	1,120.8 Sq. Ft.

℄ Abut. 1 | 36'–0" | ℄ Pier 1 | 48'–0" | ℄ Pier 2 | 36'–0" | ℄ Abut. 2

Temp. Esm't. = R/W = 46.22' ℄ =50' ℄
Temp. Esm't. = R/W = 48.26' ℄ =50' ℄
Exist R/W = 20' ℄
Cut to Elev. =970.00
Cut to Elev. =970.00
BM102
BH#1
BH#2
BH#3
BH#4
PDA
PDA
24' Roadway
12'–0"
1'–0"
1'–0"
Project ℄
℄ = ℄
Berm = 5' (typ.)
E.G.
T.W.
Var.
2:1
3:1
10:1
1.0%
Exist R/W = 20' ℄
10' Wide Geotextile Fabric (typ.)
STRAIGHT CREEK

BM103 Set Metal "T" Post 4" Deep.
37.41' Rt. of ℄ Sta. 206+09.38 =
32.81' Rt. of ℄ 306+10.06
Elev.=989.65 N. 2809.38 E. 1037.41

Bridge

-5.080% | +0.00% | +4.225%

	P.C. 300+00	P.I. 301+00	P.T. 302+00	P.C. 302+95	303+75	P.T. 304+55
Elev.	=988.88	=983.80	=983.80	=983.80	=983.80	=987.18

200' V.C. | 160' V.C.

VERTICAL CURVE DATA

N

5' 0 10' 20'

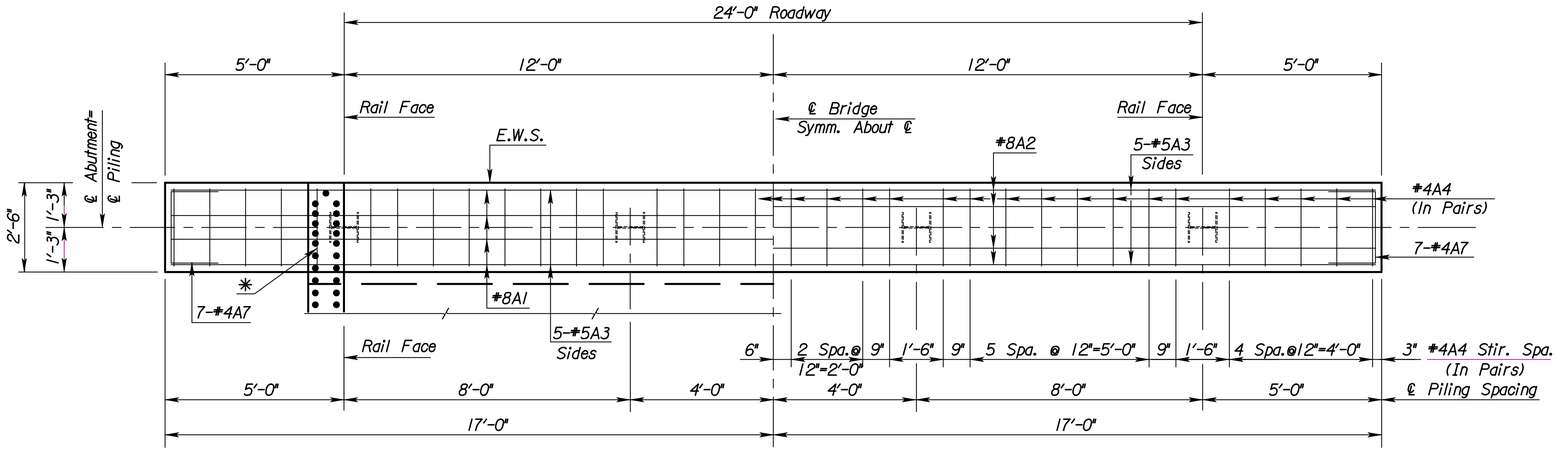
Contour Interval = 1 Ft.

JACKSON COUNTY HIGHWAY DEPARTMENT

CONSTRUCTION LAYOUT

BG CONSULTANTS
ENGINEERS · ARCHITECTS · SURVEYORS

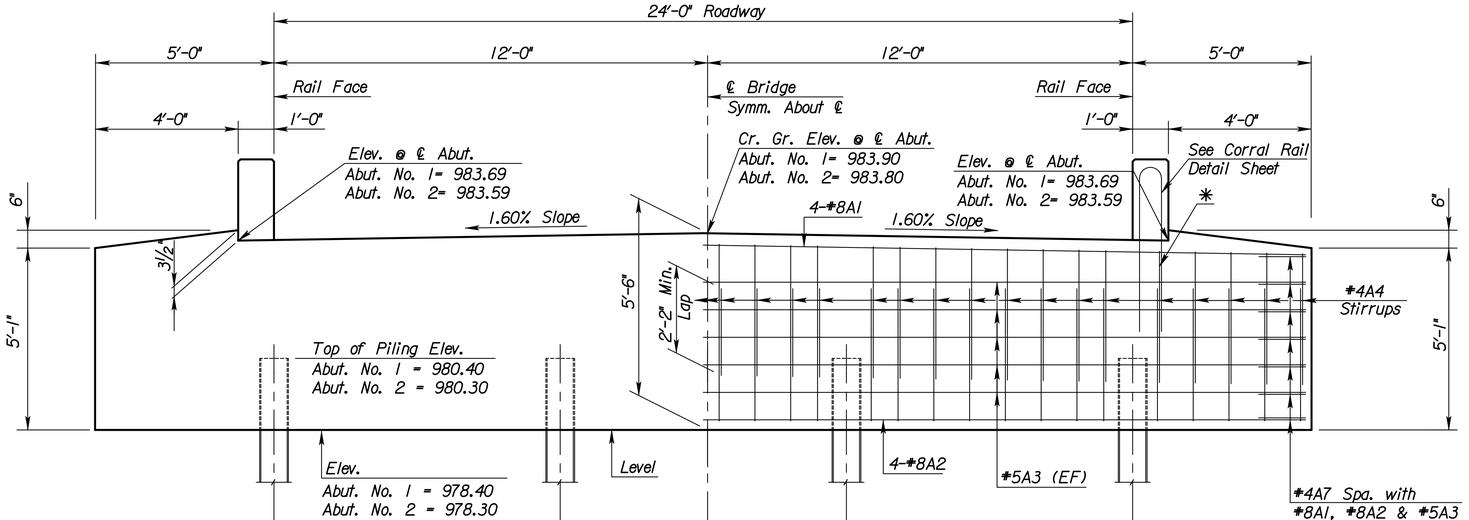
20-1458M	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	KANSAS	57 C-5078-01	2022	12	44



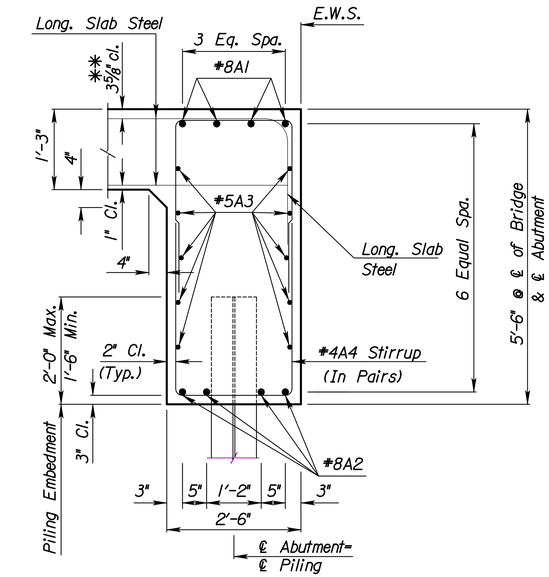
Reinforcing Steel in Top of Abutment

Reinforcing Steel in Bottom of Abutment

PLAN



ELEVATION
(Along ℄ Abutment)



TYPICAL SECTION

*Adjust stirrup to avoid conflict with rail bars.

Note: Top of piling elevations are based on 2'-0" maximum embedment.

Max. Factored Design Pile - Load (Strength I) = 62.6 ton/pile
Factored Resistance = 70 tons/pile
Phi = 0.45
Use HP10x42 Gr. Steel Piles

Legend
EF = Each Face

NO.	DATE	REVISIONS	BY	APP'D
4	7/29/09	Remove Factored Resistance	DRT	KFH
3	03/24/09	Add Factored Resist.to Plle Loadlng	DRT	KFH
2	3/6/07	correct Abut. Dlm.'A' for 54-72-54	DRT	KFH
1	4/6/06	Adj. Abut. Vol. & DL	DRT	KFH

KANSAS DEPARTMENT OF TRANSPORTATION

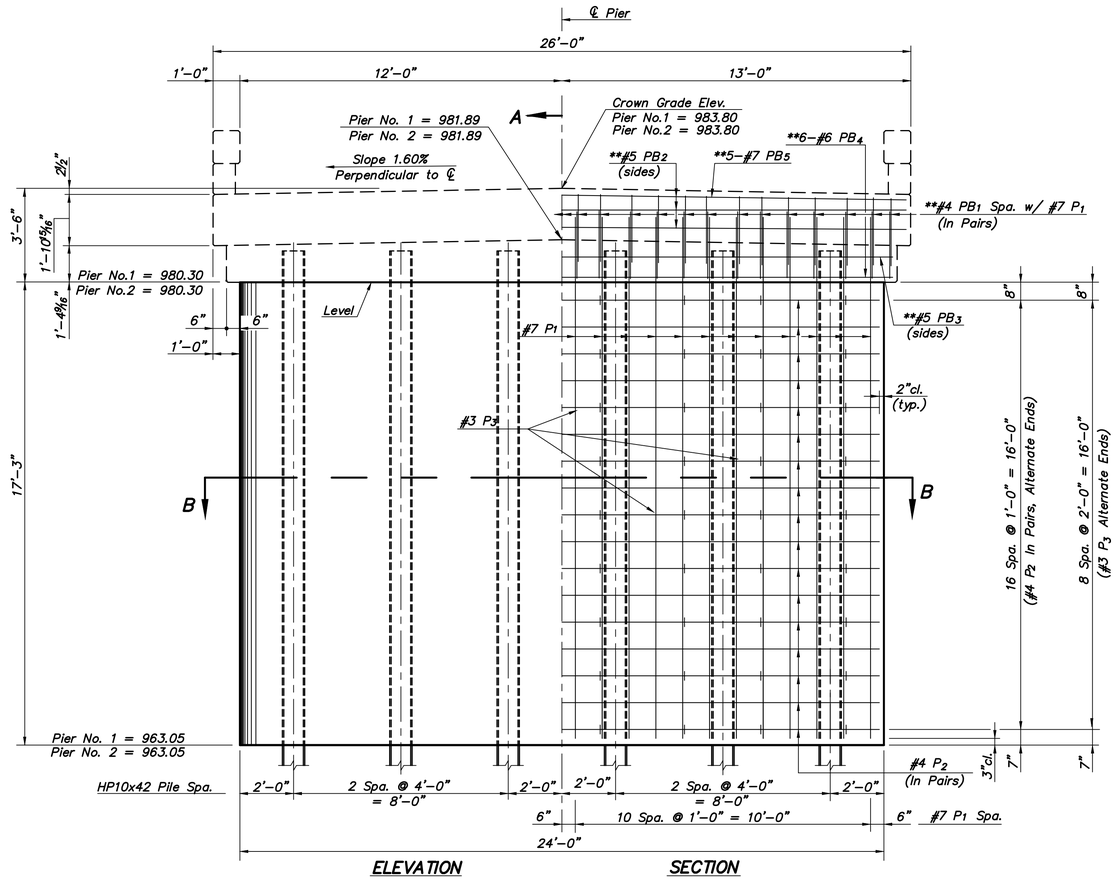
ABUTMENT DETAILS

SHEET NO. OF		SCALE		APP'D	
DESIGNED	DRT	DETAILED	DRT	QUANTITIES	CADD RCJ
DESIGN CK.		DETAIL CK.		QUAN. CK.	CADD CK.

Plotted By: $$USERNAME$$ | Plot Location: $UNIT$
File: $$$$$$$$$$$$$$DGNSPEC$$$$$$$$$$$$$$
Plot Date: $$$$$SYTIME$$$$$

lslab-lrfd\br500.dgn
LRFD
Roadway Width = 24'-0"
Skew and Direction = 0
Number of Piles = 4

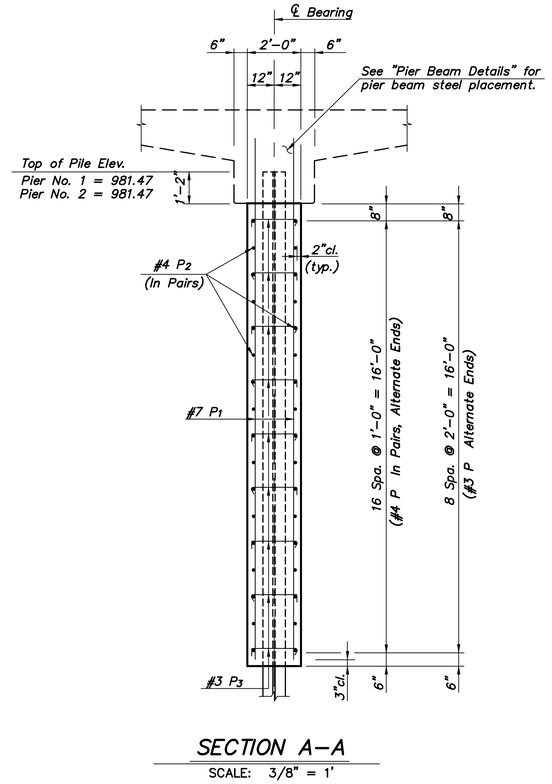
19-1458M	State	Project No.	Year	Sheet No.	Total Sheets
	Kansas	43 -5078-01	2021	13	44



ELEVATION SECTION

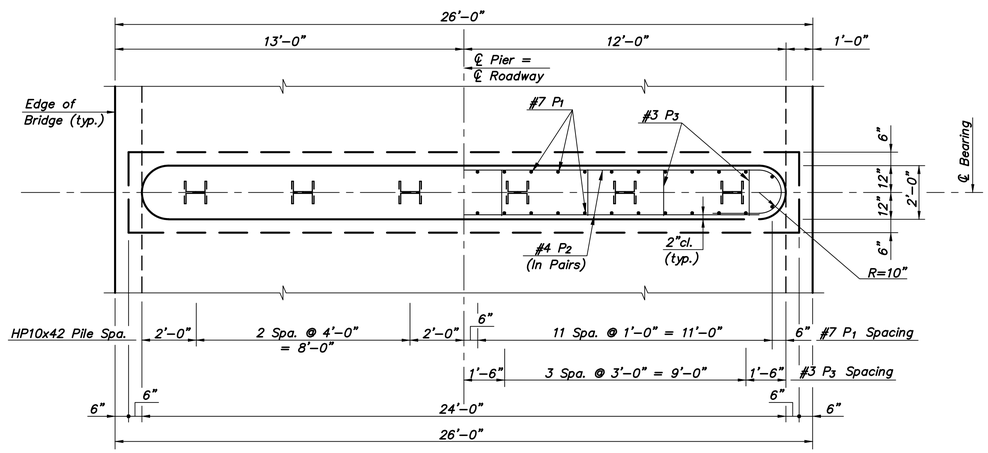
PIER NO. 1 & PIER NO. 2

SCALE: 3/8" = 1'



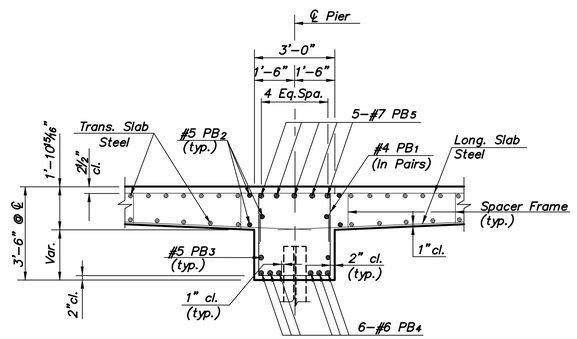
SECTION A-A

SCALE: 3/8" = 1'



SECTION B-B

SCALE: 3/8" = 1'



PIER BEAM DETAILS **

****Note:** All PB bars to be placed with deck steel.

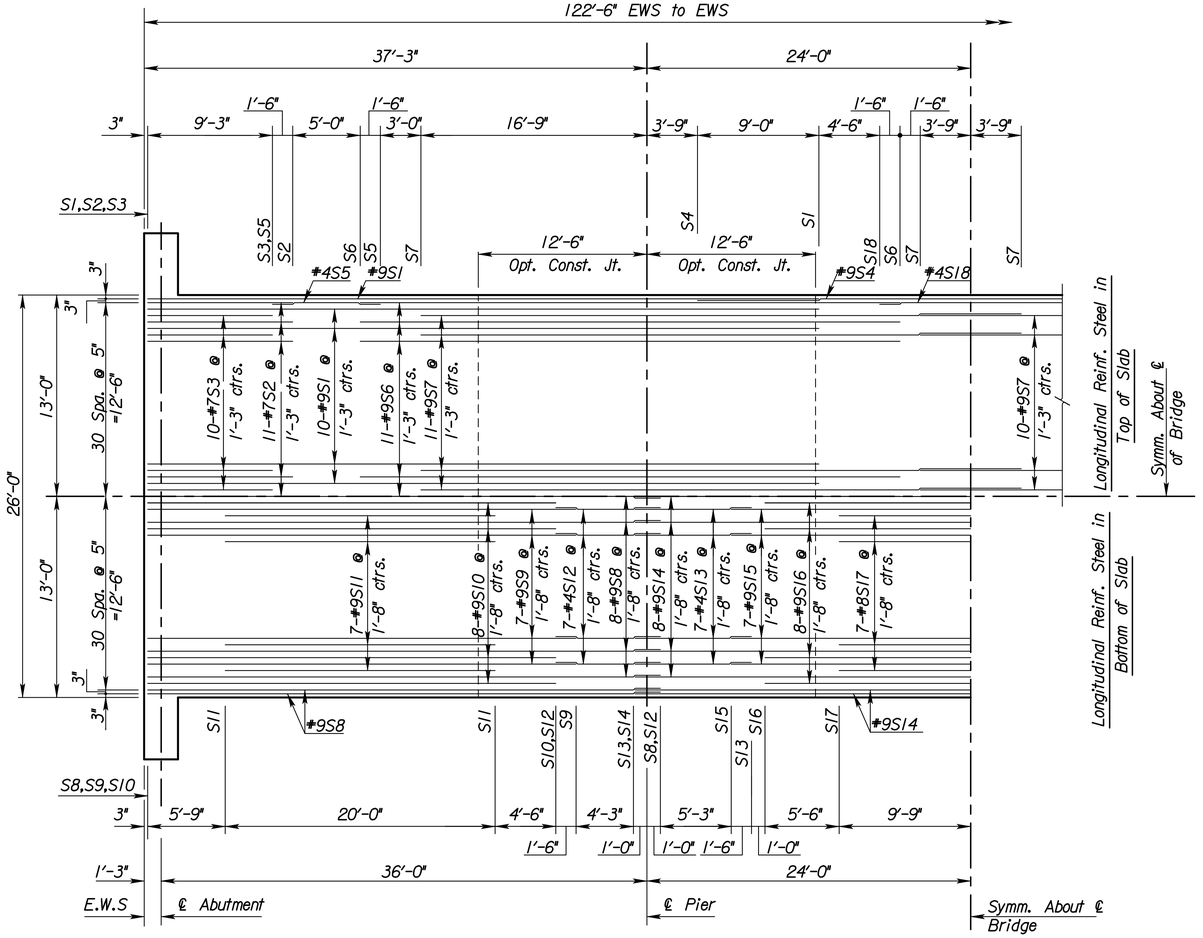
Max. Factored Design Pile Load (Strength I) = 95.4 tons/pile
Factored Resistance = 100.7 tons/pile
Phi. = 0.65 (PDA Required)
Use HP10x42 Gr. 50 Steel Piles

JACKSON COUNTY HIGHWAY DEPARTMENT

PIER DETAILS

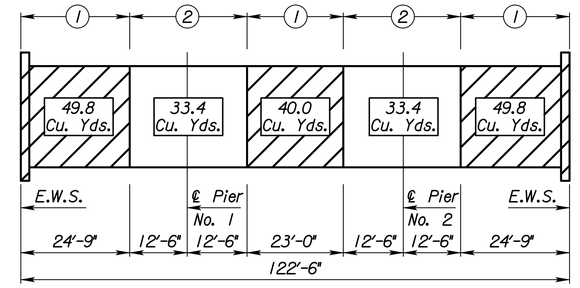
BG CONSULTANTS
ENGINEERS · ARCHITECTS · SURVEYORS

20-1458M	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	KANSAS	43 C-5078-01	2022	14	44



End-Span HALF PLAN Mid-Span

Note:
See longitudinal section for transverse reinforcing steel.



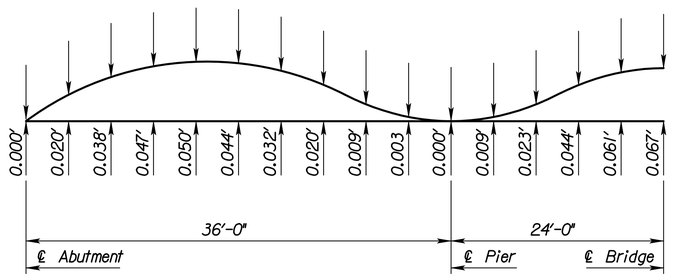
CONCRETE PLACING SEQUENCE DIAGRAM

CONCRETE PLACING SEQUENCE

When long span steel beams having a concrete dead load deflection greater than 1/4" are used or when timber falsework with greater than 12'-0" clear span is used, follow the placing sequence shown. Segmental, combined or continuous pours are allowed, but stop a discontinuous pour at a construction joint short of a pier.

When timber falsework with 12'-0" or less clear span is used, the Contractor, subject to the approval of the Engineer, may use a continuous pour or may discontinue the pour at any construction joint shown.

The Contractor may place the corral rail continuously from one end of the bridge to the other.



DEAD LOAD CAMBER DIAGRAM AT TENTH POINTS

Long Term Deflections = Initial Deflections x 3.5
(Initial Deflections Based on E_c = 3.644 x 10^6 p.s.i.)
(camber values in feet)

Note: 1.0 & 4.0 pts. are taken at ℄ of abutments
2.0 & 3.0 pts. are taken at ℄ of piers

Top of Form Elevation at 10th Points, (ft.)															
1.0	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9	2.0	2.1	2.2	2.3	2.4	2.5
982.65	982.68	982.68	982.67	982.65	982.60	982.50	982.38	982.22	982.04	981.89	982.11	982.33	982.51	982.61	982.65
2.6	2.7	2.8	2.9	3.0	3.1	3.2	3.3	3.4	3.5	3.6	3.7	3.8	3.9	4.0	
982.61	982.51	982.33	982.11	981.89	982.04	982.22	982.37	982.49	982.58	982.62	982.63	982.62	982.60	982.55	

Note: Elevations are taken at Crown Grade. Note: The change in elevation from Crown Grade to the Edge of Slab is -0.208'

NO.	DATE	REVISIONS	BY	APP'D
4	03/12/12	ADDED TOF Elevation Table	JPJ	TLE
3	02/08/11	ADDED QUANTITIES	JPJ	TLF
2	02/05/09	update LFD RF & Camber	DRT	KFH
1	02/11/08	Chg'd Neg Mo. Steel		

KANSAS DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS

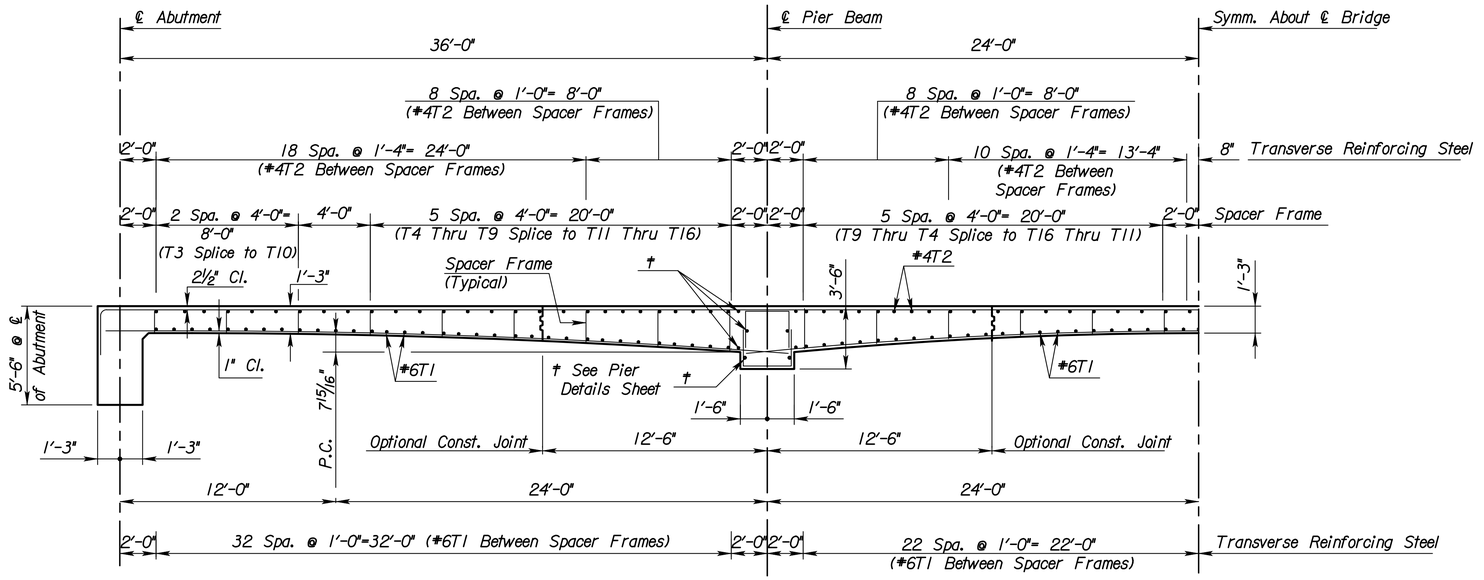
SHEET NO. OF	SCALE	APP'D	
DESIGNED DRT	DETAILED DRT	QUANTITIES BRW	CADD RCJ
DESIGN CK. CEM	DETAIL CK. CEM	QUAN. CK.	CADD CK.

LFD & LRFR RATING FACTOR							
		2½"		3"			
Truck	Oth	Inv.	Oper.	Inv.	Oper.		
		1.58	2.64	1.65	2.76		
LFD	HS-20		1.36		1.38		
	HET		1.72		1.78		
LRFR	HL-93	1.32		1.37			

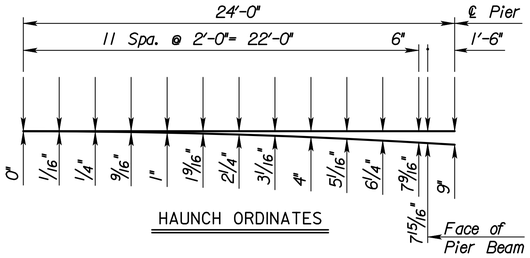
Plot 2	
Irf60r516.dgn	
Roadway Width	= 28'-0"
Skew and Direction	= 0°
Loading	= HL-93
Longest Span Length	= 48'-0"
Total No. of Spans	= 3
Railing Type	= Corral

Plotted By:	$$USERNAME$$
File:	$$$$$$$$$$$$$$$$$$DGNSPEC$$$$$$$$$$$$$$$$
Plot Date:	$$$$$$SYTIME$$$$$$
Plot Location:	$UNIT$

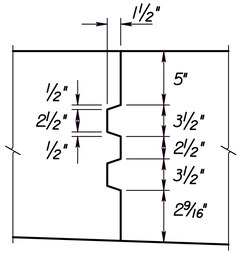
20-1458M	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	KANSAS	43 C-5078-01	2022	15	44



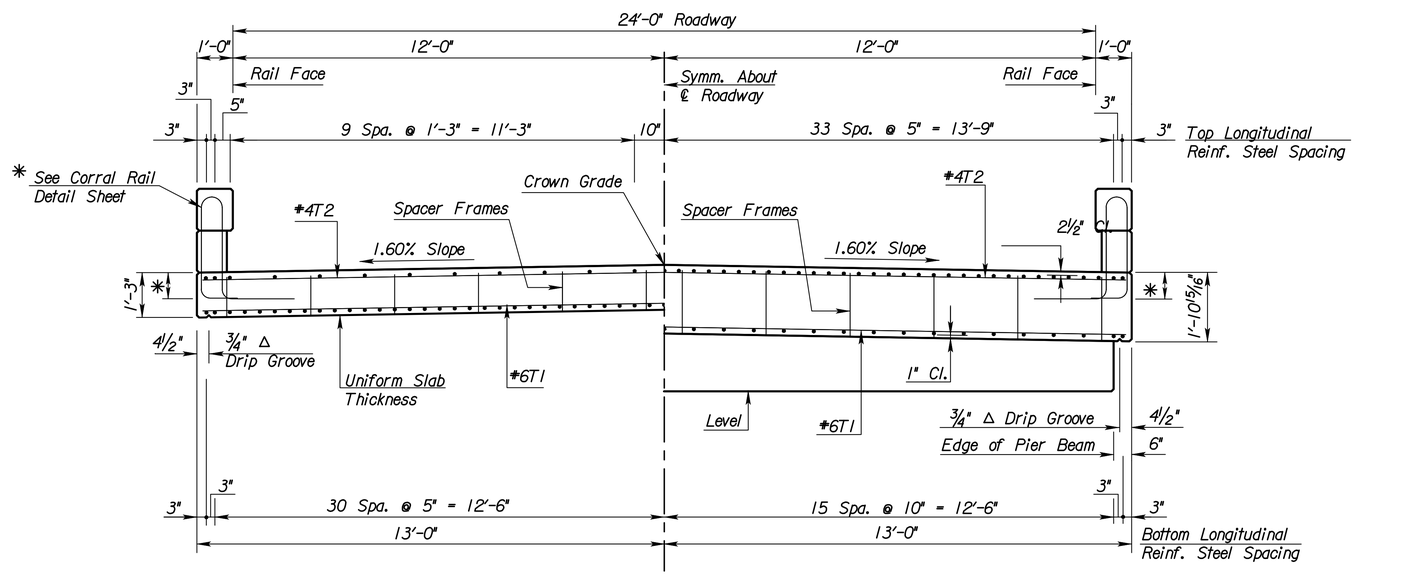
HALF LONGITUDINAL SECTION ALONG ℄ BRIDGE



HAUNCH ORDINATES



TRANSVERSE SLAB CONSTRUCTION JOINT (Optional)



Half Section Near Mid-Span — Half Section at Face of Pier Beam — *See Corral Rail Detail Sheet.

TYPICAL SECTION OF SLAB

NO.	DATE	REVISIONS	BY	APP'D
4				
3				
2				
1	02/11/08	Chg'd Neg. Mo. Steel		

KANSAS DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS

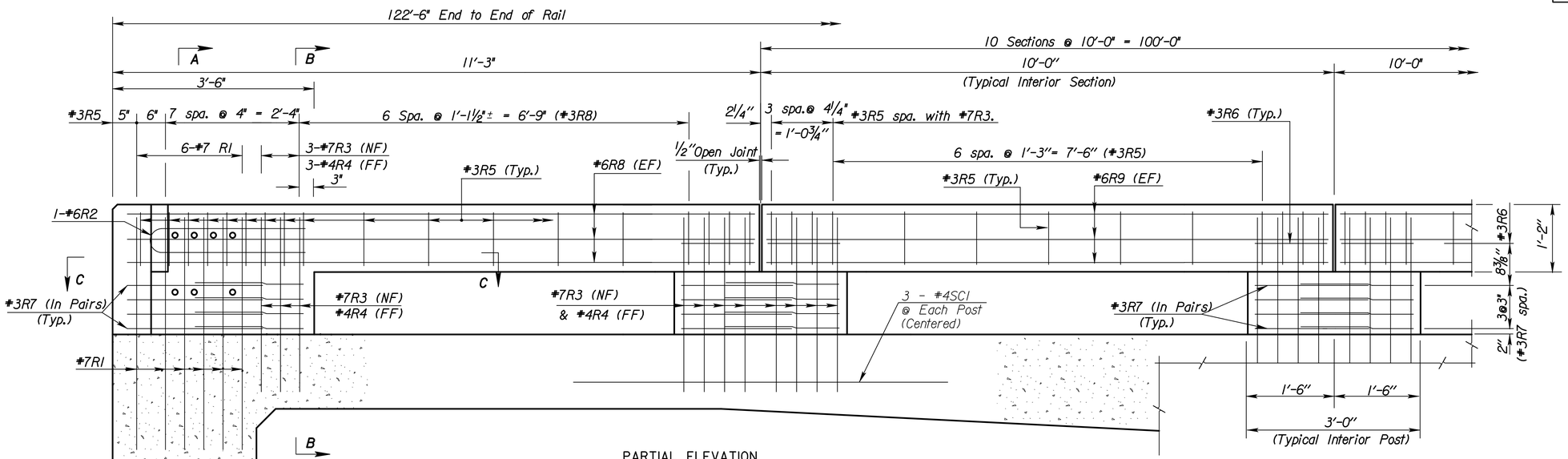
SHEET NO. OF		SCALE		APP'D	
DESIGNED	DRT	DETAILED	DRT	QUANTITIES	CADD RCL
DESIGN CK.	CEM	DETAIL CK.	CEM	QUAN. CK.	CADD CK.

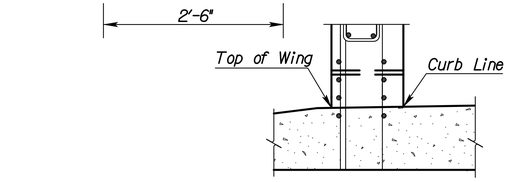
Plot 3
Longest Span Length = 48'-
Total No. of Spans = 3
Railing Type = Corral
Skew and Direction = 0
Loading = HL-93
Roadway Width = 28'-

Plotted By: $$USERNAME$$
File: $$$$$$$$$$$$$$$$DGNSPEC$$$$$$$$$$$$$$$$
Plot Date: $$$$$SYTIME$$$$$
Plot Location: $UNIT$

Trfs0ur516.dgn

20-1458M	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	KANSAS	43 C-5078-01	2022	16	44

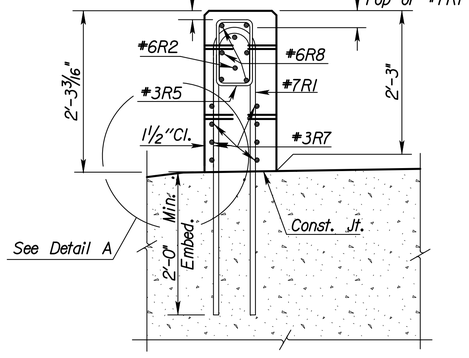




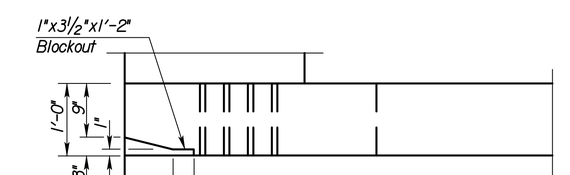
DETAIL A

(For bridges w/o an approach slab curb, detail top of wing at curb line as shown)

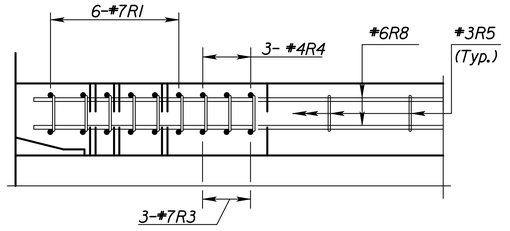
PARTIAL ELEVATION
(Along Traffic Face)



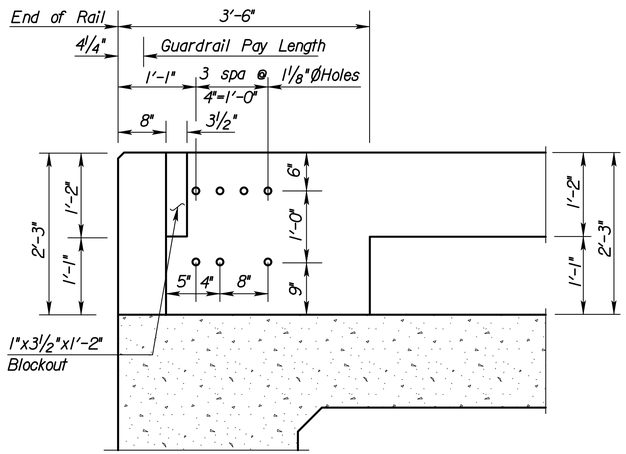
SECTION A-A



PLAN

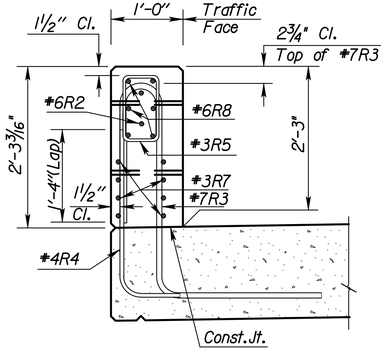


SECTION C-C

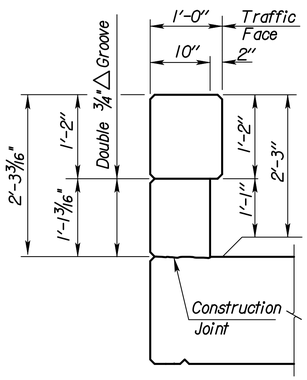


ELEVATION

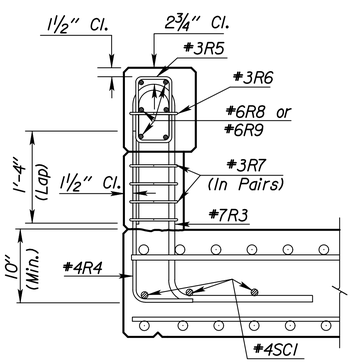
(Dimensions at traffic face of rail.)



SECTION B-B



TYPICAL INTERIOR POST



SECTION THRU POST

LEGEND

NF = Near Face
FF = Far Face
EF = Each Face

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1	6-30-05	Current Release		

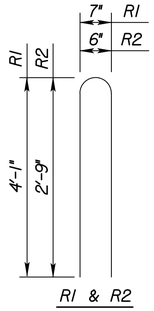
KANSAS DEPARTMENT OF TRANSPORTATION

27' KANSAS CORRAL RAIL (W-BEAM WITH RUBRAIL) R.C. HAUNCHED SLAB (Without Curb)

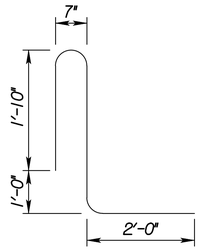
SHEET NO. OF	SCALE	APP'D	
DESIGNED	DETAILED	QUANTITIES	CADD
DESIGN CK.	DETAIL CK.	QUAN. CK.	CADD CK.

Std. Base File: br183a.dgn
Plotted By: $$USERNAME$$ | Plot Location: $$UNIT$$
File: $$$$$$$$$$$$DGNSPEC$$$$$$$$$$$$$$
Plot Date: $$$$$SYTIME$$$$$

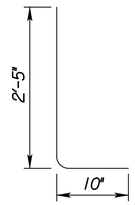
20-1458M	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	KANSAS	43 C-5078-01	2022	17	44



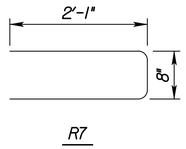
R1 & R2



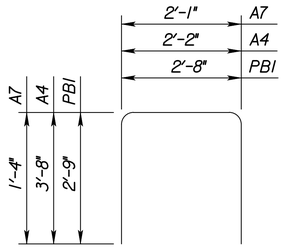
R3



R4



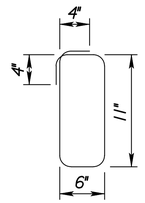
R7



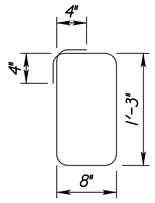
A4, A7 & PBI

Substructure	Straight Bars				Bent Bars			
	Mark	Size	Number	Length	Mark	Size	Number	Length
	P1	#7	96	18'-2"	P2	#4	72	26'-5"
					P3	#3	144	2'-4"

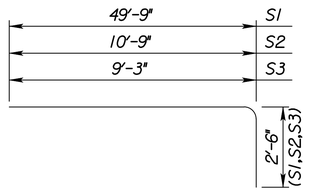
BILL OF REINFORCING STEEL
Non-Epoxy Coated - Grade 60



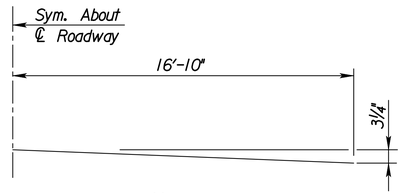
R5



R6



S1, S2 & S3

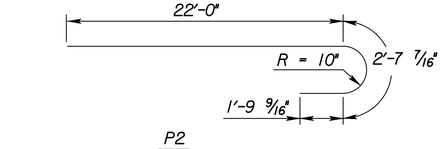


A1

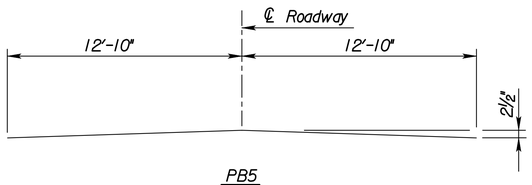
Superstructure	Abutment - Deck - Rail								
	Mark	Size	Number	Length	Mark	Size	Number	Length
	S4	#9	2	40'-6"	S1	#9	44	52'-3"
	S6	#9	42	40'-0"				
	S7	#9	44	44'-6"	A1	#8	8	33'-8"
	S8	#9	38	38'-0"				
	S9	#9	28	31'-9"				
	S10	#9	32	30'-3"	R1	#7	24	8'-6"
	S11	#9	28	20'-0"	R3	#7	188	7'-0"
	S14	#9	19	50'-0"	S2	#7	42	13'-3"
	S15	#9	14	35'-6"	S3	#7	40	11'-9"
	S16	#9	16	30'-6"				
					R2	#6	4	5'-10"
	S17	#8	14	19'-6"				
	A2	#8	8	33'-8"	A4	#4	136	9'-6"
					A7	#4	28	4'-9"
	R8	#6	24	10'-11"	R4	#4	188	3'-3"
	R9	#6	120	9'-8"				
	T1	#6	81	25'-8"	R5	#3	332	3'-6"
					R6	#3	44	4'-6"
	A3	#5	20	33'-8"	R7	#3	208	4'-10"
	S5	#4	2	8'-0"	T3-T16			⊗
	S12	#4	28	7'-9"				
	S13	#4	28	8'-9"				
	S18	#4	2	13'-6"				
	SC1	#4	66	6'-6"				
	T2	#4	62	25'-8"				
Pier Beam	PB4	#6	12	24'-8"	PB5	#7	10	25'-8"
	PB2	#5	12	25'-8"	PB1	#4	104	8'-2"
	PB3	#5	4	24'-8"				

BILL OF REINFORCING STEEL
Non-Epoxy Coated - Grade 60

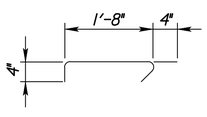
⊗ See Bending Diagram



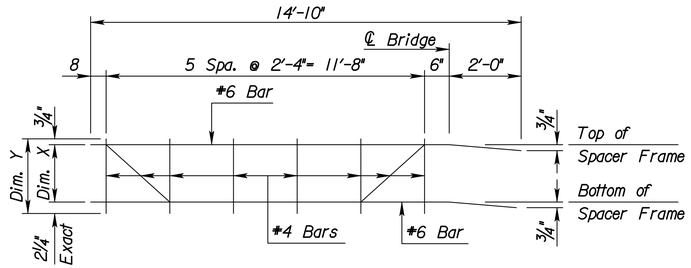
P2



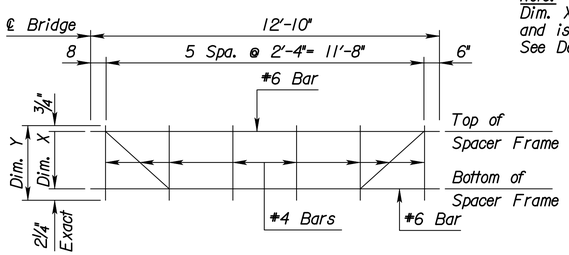
PB5



P3



T10 Thru T16 Welded Spacer Frames

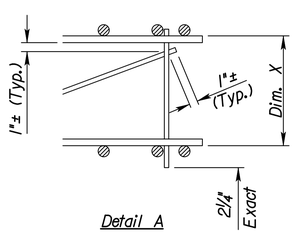


T3 Thru T9 Welded Spacer Frames

Note:
Dim. X is out to out and is an exact dim. See Detail A.

⊗ SPACER FRAMES (Non-Epoxy Coated)			
Mark	No. Ea.	Dim. X	Dim. Y
T3, T10	6	9"	1'-0"
T4, T11	4	9 1/16"	1'-0 1/16"
T5,T12	4	9 9/16"	1'-0 9/16"
T6, T13	4	10 9/16"	1'-1 9/16"
T7, T14	4	1'-0 1/16"	1'-3 1/16"
T8, T15	4	1'-2 1/16"	1'-5 1/16"
T9, T16	4	1'-4 9/16"	1'-7 9/16"

Weight of spacer frames included in the weight of reinforcing steel.



Detail A

BENDING DIAGRAMS
(All dimensions are out to out of bars.)

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1	7/30/09	corrected Qty. on note to Designer	DRT	KFH

KANSAS DEPARTMENT OF TRANSPORTATION

BILL OF REINFORCING STEEL AND BENDING DIAGRAMS

SHEET NO. OF	SCALE	APP'D	
DESIGNED DRT	DETAILED DRT	QUANTITIES	CADD RCJ
DESIGN CK.	DETAIL CK.	QUAN. CK.	CADD CK.

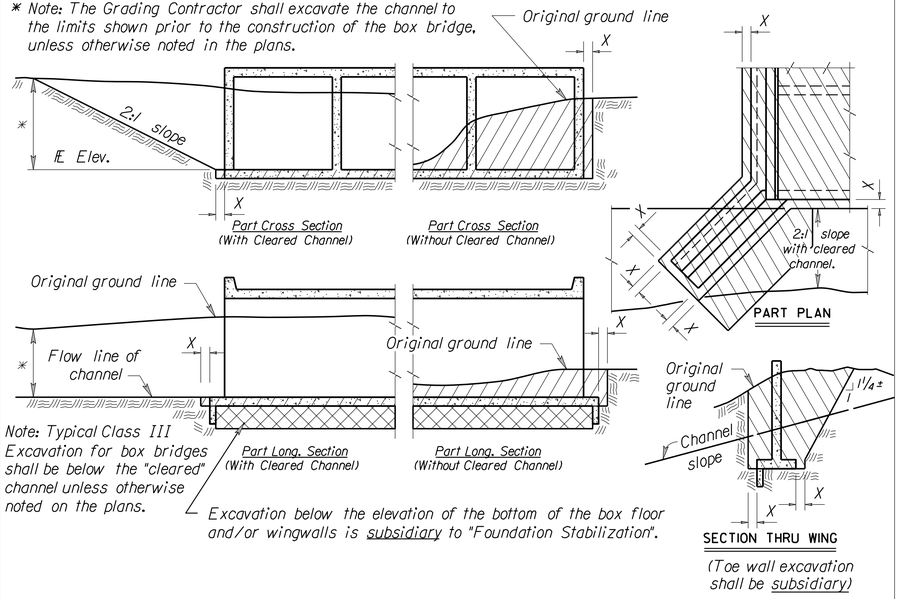
Plot 4	
Roadway Width = 28'__	Longest Span Length = 32'_
Skew and Direction = 0__	Total No. of Spans = 3_
Loading = HL-93	Railing Type = Corral

Plotted By: $$USERNAME$$ | Plot Location: $UNIT$
File: $$$$$$$$$$$$$$DGNSPEC$$$$$$$$$$$$$$$$
Plot Date: $$$$$$$STIME$$$$$$$

Irfc\Dr-506.dgn

20-1458M	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	KANSAS	43 C-5078-01	2022	18	45

* Note: The Grading Contractor shall excavate the channel to the limits shown prior to the construction of the box bridge, unless otherwise noted in the plans.

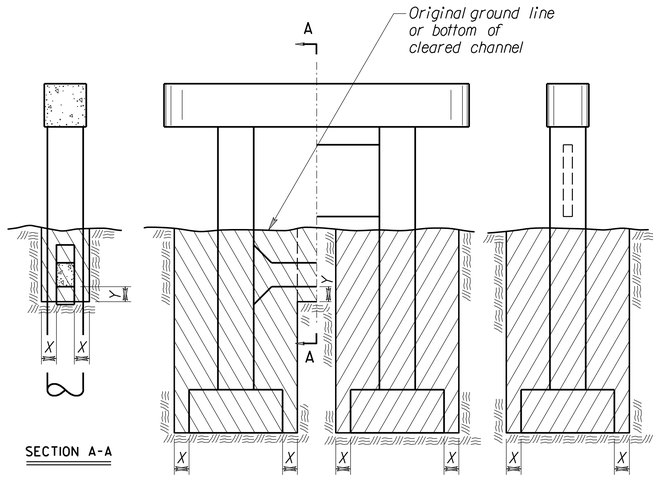


Note: Typical Class III Excavation for box bridges shall be below the "cleared" channel unless otherwise noted on the plans.

Excavation below the elevation of the bottom of the box floor and/or wingwalls is subsidiary to "Foundation Stabilization".

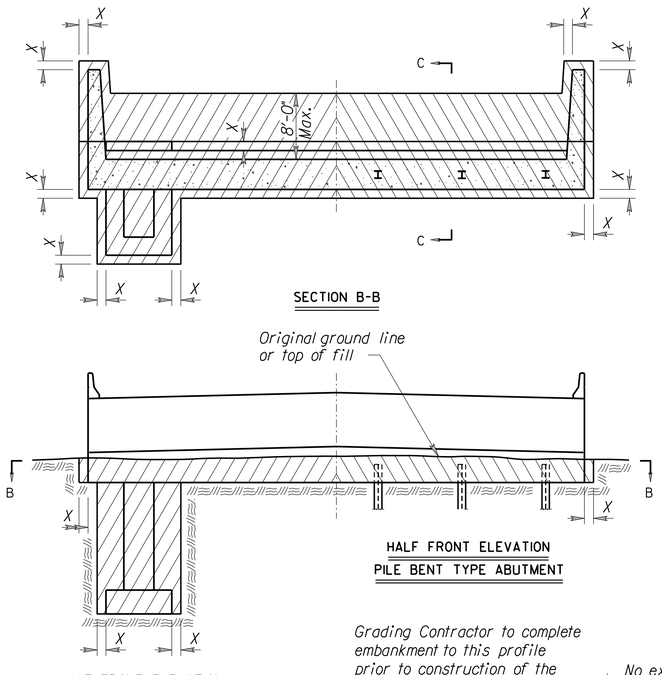
EXCAVATION DETAILS FOR REINFORCED CONCRETE BOX CULVERT

Note: Excavation for culverts less than bridge length and the additional excavation for "Embedded Structures" shall not be paid for as Class III Excavation, but shall be subsidiary to Grade 4.0 Concrete.



EXCAVATION DETAILS FOR TYPICAL PIERS

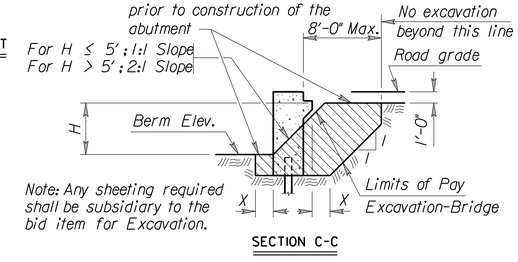
See detail when rock or shale (rock) is encountered. ⊛



HALF FRONT ELEVATION
PEDESTAL TYPE ABUTMENT

Note: Bridge Contractor shall finish the embankment and berms after the construction of the abutment and dispose of any excess material as approved by the Engineer.

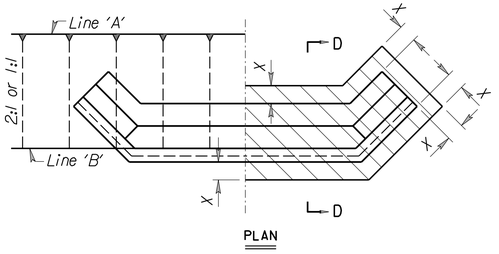
Grading Contractor to complete embankment to this profile prior to construction of the abutment

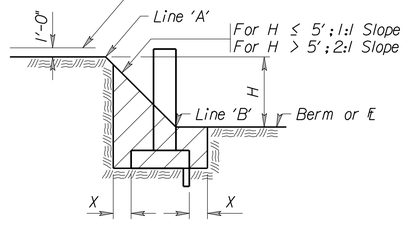


Note: Any sheeting required shall be subsidiary to the bid item for Excavation.

EXCAVATION DETAILS FOR TYPICAL ABUTMENTS

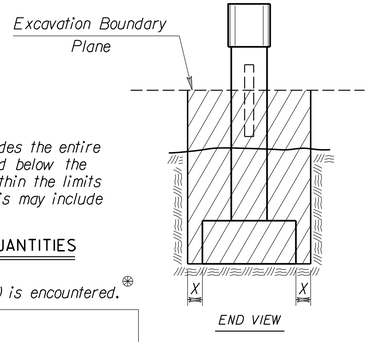
See detail when rock or shale (rock) is encountered. ⊛





(Toe wall excavation shall be subsidiary)

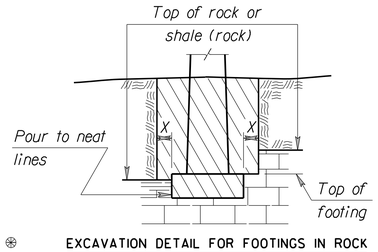
EXCAVATION DETAILS FOR ABUTMENTS WITH FLARED WINGWALLS



Note: Class II Excavation includes the entire volume of whatever nature found below the "Excavation Boundary Plane", within the limits specified for measurement. This may include water or air.

CLASS II EXCAVATION QUANTITIES

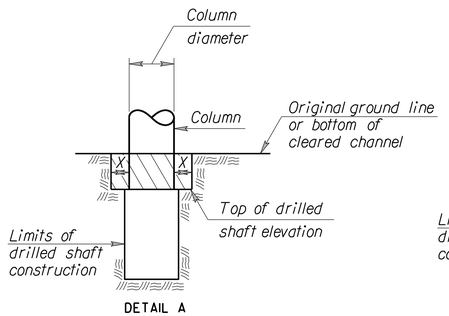
See detail when rock or shale (rock) is encountered. ⊛

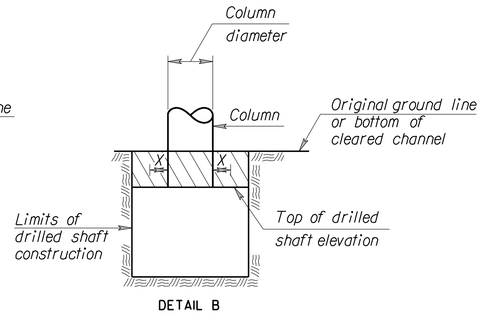


EXCAVATION DETAIL FOR FOOTINGS IN ROCK OR SHALE (ROCK)

(Piers and Abutments)

Note: Excavation below top of rock, hard shale or below top of footing, whichever is lower, shall be to neat lines of the concrete construction.





Note: Whenever the limits of the drilled shaft construction are greater than the Column Diameter + 2X, the limits of Class I, II or III Excavation shall be the limits of the drilled shaft construction. (See Detail B)

DRILLED SHAFT DETAILS

Note: All bridge excavation shall be computed on the basis of the cross-hatch areas and boundary lines indicated on this sheet and the Excavation Boundary Plane on the Construction Layout.

Sides of trenches in hard or compacted soil including embankments shall be shored, sheeted, braced or otherwise supported when the trench is more than 5 feet in depth and 8 feet or more in length. In lieu of the shoring, the sides of the trench above the 5 foot level may be sloped to preclude collapse. The slope for average soils shall be 1:1. If the angle of repose of the soil is less, flatter slopes shall be required.

Dimension "X" shall be 2'-0" unless indicated otherwise on the general plans.

Dimension "Y" shall be 1'-6" unless indicated otherwise on the general plans.

NO.	DATE	REVISIONS	BY	APP'D
7				
6	8-15-12	Embeddement Excavation Subsidiary	JPJ	TLF
5	5-15-12	Revised Wing Excavation	JPJ	TLF
4	3-3-10	Revised Wing Excavation	JPJ	TLF
3	10-16-06	Revised "Foundation Stab." Note	JPJ	KFH
2	10-19-04	Concrete - Class to Grade	RAM	KFH
1	4-10-02	Added "Foundation Stab." Note	RAM	KFH

KANSAS DEPARTMENT OF TRANSPORTATION

BRIDGE EXCAVATION (LRFD)

BRIOOB

FHWA APPROVAL			4/17/10 APP'D		TERRY L. FLECK
DESIGNED	DETAILED	RDR	QUANTITIES		CADD
DESIGN CK.	DETAIL CK.	LRR	QUAN.CK.		CADD CK.

Std. Base File: br100.dgn
Plotted By: untitled | Plot Location:
File: M:\W-2020-1458M\CADD\Drawing Set\19-br100b.dgn
Plot Date: 8/30/2021

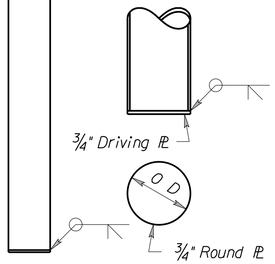
20-1458M	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	KANSAS	43 C-5078-01	2022	19	44

O D 10¾" T. = ††
O D 12¾" T. = ††
O D 14" T. = ††

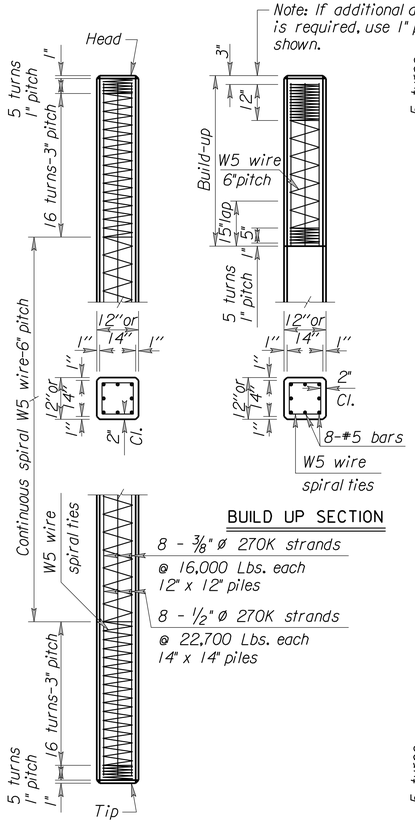
†† See the Geology Report or "Summary of Quantities" for Pipe Pile wall thickness

Note: Pile shall be driven with a steel head having a projecting ring fitting inside the pipe. Clearance between ring and pipe should be ¼".

Note: Pile pipe may be spiral welded, longitudinal welded, or seamless steel pipe.

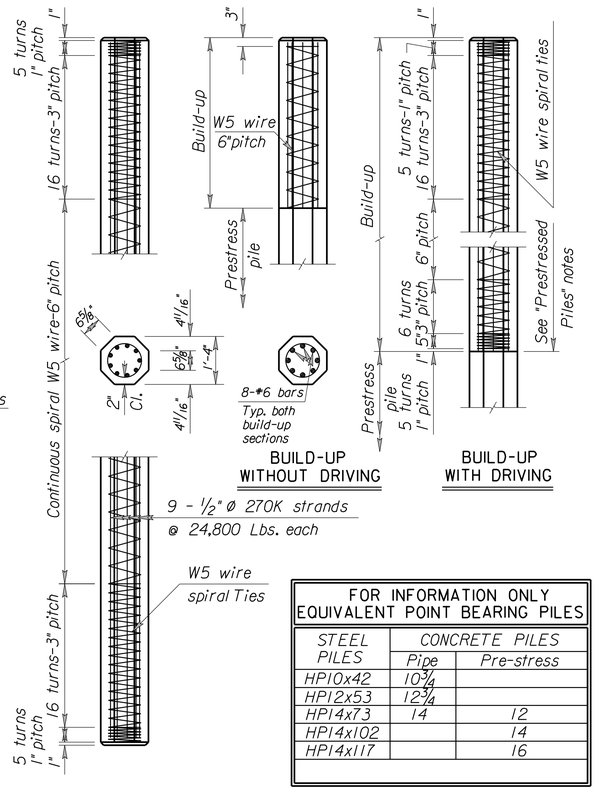


PLAIN ROUND CAST-IN-PLACE CONCRETE PILES



12" OR 14" PRESTRESSED CONCRETE PILES

BUILD UP SECTION



BUILD-UP WITHOUT DRIVING

BUILD-UP WITH DRIVING

16" PRESTRESSED CONCRETE PILES

FOR INFORMATION ONLY EQUIVALENT POINT BEARING PILES		
STEEL PILES	CONCRETE PILES	
	Pipe	Pre-stress
HP10x42	10¾	
HP12x53	12¾	
HP14x73	14	12
HP14x102		14
HP14x117		16

GENERAL NOTES

PRESTRESSED PILES: Fabricate prestressed concrete pile splices in accordance with the Manufacturer's recommendations subject to the approval of the Engineer.

Method of attachment of pile to build-up may be by any of the methods" given in the notes on "Alternate Methods. If mild reinforcing steel is used for attachment,the area shall be no less than that used in the build-up.

ALTERNATE METHODS: Method of attachment of a pile to build-up may be by any of the following methods:
1. Cut off at least 2'-0" of pile and expose a minimum of 2'-0" of strands.
2. Cast 8-#6, or 8-#5 bars (equally (spaced into pile head. All bars shall extend into pile head and project from pile head a minimum of 2'-0".
3. Drill 8 holes in pile head (equally spaced) for installation of 8 grouted dowel bars of same size and length as in 2.
4. Provide cored holes for bars as in 3.
No bars or strands are to extend from head of pile or build-up into footing or pile cap unless approved by the Engineer.

TEST PILES: Drive test piles where called for on the bridge plans. The test piles located within the limits of the substructure will become a part of the bridge pile system.

DRIVING FORMULA: Driving formula shall conform to the Standard Specifications.

MEASUREMENT AND PAYMENT: Measurement and payment for all piles shall comply with the Standard Specifications.

The following items are covered in Division 1000 of the Standard Specifications:

REINFORCEMENT: Use reinforcing steel conforming to ASTM A615, Grade 60. Hoops and spirals may be either plain or deformed bars.

PRESTRESSING STEEL: Use uncoated seven-wire stress relieved or low relaxation prestressing strand conforming to ASTM A416, Gr. 270.

SPECIFICATIONS: Standard Specifications for State Road and Bridge Construction as currently used by the Kansas Department of Transportation. The following items are covered in Division 700 of the Standard Specifications:

CONCRETE: Concrete for cast-in-place shall be f'c = 3,500 PSI.. Concrete for prestressed shall be f'c = 5,000 PSI.

WELDING: All field welding shall meet the requirements of the Standard Specifications.

Use only Shielded Metal Arch Welding SMAW (stick welding) for pile splices.

Use only low hydrogen E7018, 7016, or 7015 series welding rod (electrode) for all welding applications during pile splicing. See General Notes or proper storage of welding rod. welding filler rod (electrode) for field welding of splices.

New electrode are to be purchased for each KDOT project. The electrode shall arrive on the project in factory hermetically sealed containers opened and labeled with indelible ink in front of the engineer. The label shall include the current date and the project number. If the container seal is questionable or shows signs of damage the electrode is to be dried in an oven at least one hour at a temperature of 700°F to 800°F.

Upon removal from intact hermetically sealed factory packaging or the drying oven the electrode is to be placed in a storage oven with a minimum temperature of 250°F.

When electrodes are removed from the hermetically sealed container or storage oven and exposed to the atmosphere for less than 4 hours place into the storage oven for at least 4 hours before removing for use.

If electrode is exposed to the atmosphere for 4 hours or more (or 9 hours for moisture resistant electrodes designated with an R in their labeling) then electrode can be dried in a drying oven at a temperature of 450°F to 550°F.

If the electrode is exposed to the atmosphere for 4 hours or more a second time or the rod becomes wet discard rod.

CAST-IN-PLACE SHELLS: Steel shells for cast-in-place piles shall conform to the requirements of the Standard Specifications.
All piles driven without a mandrel shall be of the minimum thicknesses shown. Piles driven with a mandrel shall be of sufficient strength and thickness to withstand driving without injury and to resist harmful distortion and/or buckling due to soil pressure after the mandrel is removed.
Remove, replace or correct to the satisfaction of the Engineer improperly driven, broken or otherwise defective pipe piles. Otherwise drive an additional pile at no extra cost.
The Contractor shall maintain a light suitable for visual inspection of the pile on the job at all times prior to and during the filling of the pipe.

STEEL PILE: Steel pile shall conform to the requirements of the Standard Specifications.

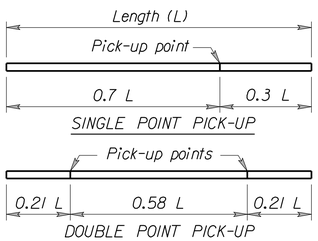
PILE POINTS: Pile points shall conform to the dimensions shown and to requirements of the Standard Specifications.

PAINT: All paint shall comply with the Standard Specifications, or as specified on the plans.

MILL TEST REPORTS: Steel piles test reports and steel shell test reports shall comply with the Standard Specifications.

CAST STEEL PILE POINT

The pile point shall be a one-piece unit of cast steel. Weld pile points in accordance with manufacturers recommendations to each steel pile before driving.



PICK-UP POINTS FOR PRESTRESSED PILING

Max. length - 55' single point pick-up
Max. length - 80' double point pick-up

Note: Piles shall be marked at Pick-up points to indicate proper points for attaching handling lines.

PIPE PILE POINT

Weld Symbology Definition

Use grinder to bevel edges of splice as shown in weld symbology and drawing. In addition to bevels, produce clean, bare, and shiny surfaces at and around the splice welding location.

Use E7018, 7016, or 7015 series welding rod (electrode) for all welding applications during pile splicing. See General Notes for proper storage of welding rod.

Lay full penetration root weld from beveled side of splice.

Back gouge root weld from side opposite of root welding application making sure to remove all foreign materials, porous steel, and inclusions from root weld. Finish welding the non beveled side of the splice.

Finish welding beveled side of the splice while removing slag, foreign materials, porous steel, and inclusions in between welding passes, use of a grinder may be needed.

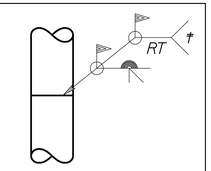
Verify that enough filler metal has been correctly placed in all weld locations to obtain a flush or convex surface with no concavity produced upon completion of the final welds.

SPLICES: Splices for steel piles and shell piling shall be in accordance with details shown on this sheet and the Standard Specifications.

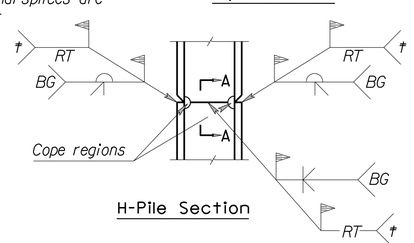
For integral pile bent abutments and piers, if a pile splice is required, do not locate the pile splice within a region extending 2'-0" above and 10'-0" below the bottom of the concrete web wall. For abutments, locate the pile splice at least 10'-0" below top of fill.

With the approval of the Engineer, one splice per bent may be allowed in the region described above without testing. If additional splices are anticipated, based on the geology, the Contractor prior to driving, will locate the splice so that the splice will not fall within the regions described above.

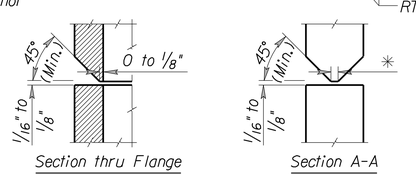
† For integral pile bent abutments and piers, if a splice is located within the regions described above, then the Contractor will test the welds by Radiograph (RT) test methods. Repair and retest any welds not passing the test(s). Each weld tested will have written confirmation of results. Report these results to the Engineer. This work is not paid for directly, but is subsidiary to "Piles".



Pipe Section



H-Pile Section



✳ Minimum as required by welding process.

BG = Backgouge

PILE SPLICE DETAILS

NO.	DATE	REVISIONS	BY	APP'D
4	08-16-18	Add splice web section, clarify note	MLL	JPJ
3	09-15-15	Clarify Notes	JPJ	CER
2	06-18-12	Clarify f'c, rod type, use and weld	JPJ	TLF
1	1-5-09	Pile Splice Location and Weld Test	JPJ	KFH

KANSAS DEPARTMENT OF TRANSPORTATION

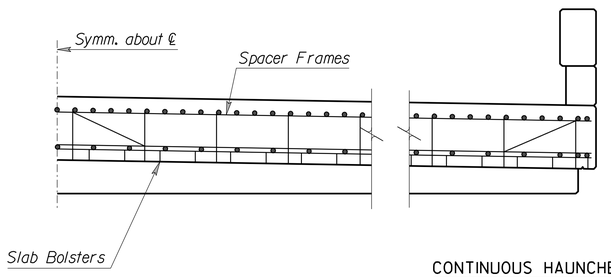
STANDARD PILE DETAILS

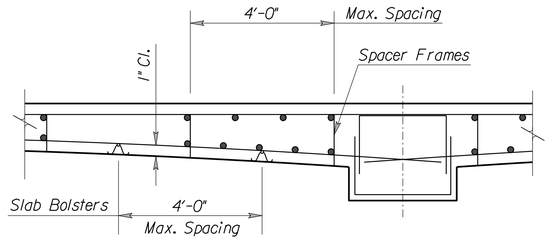
BRIIO

FHWA APPROVAL		10-04-12	APP'D	Terry L. Fleck
DESIGNED	JPJ	DETAILED	QUANTITIES	CADD RAA
DESIGN CK.		DETAIL CK.	QUAN.CK.	CADD CK.

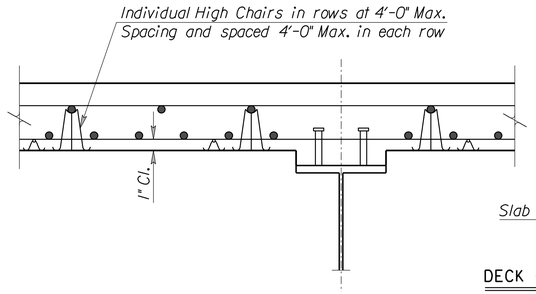
Std.Base File: brII0.dgn
Plotted By: untitled | Plot Location:
File: M:\W-20\20-1458M\CADD\Drawing Set\19-brII0.dgn
Plot Date: 8/30/2021

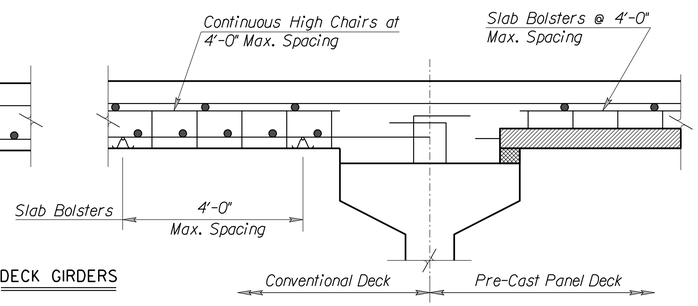
20-1458M	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	KANSAS	43 C-5078-01	2022	20	44



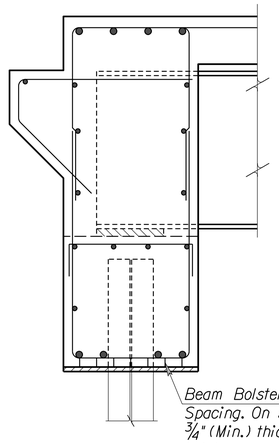


CONTINUOUS HAUNCHED SLAB

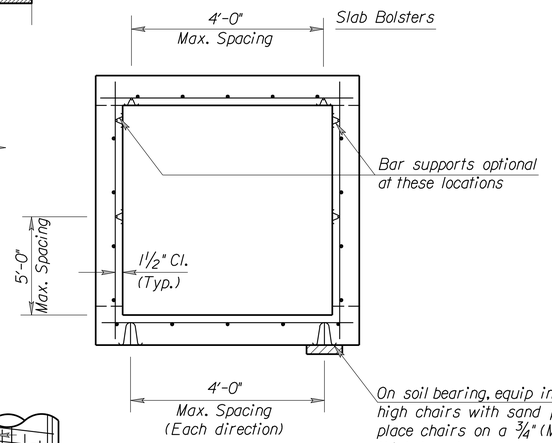




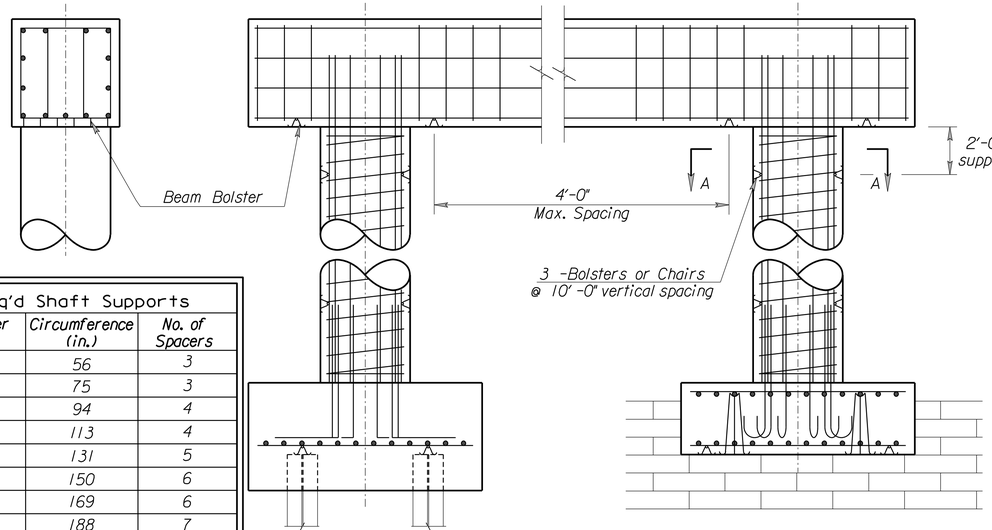
DECK GIRDERS



ABUTMENT

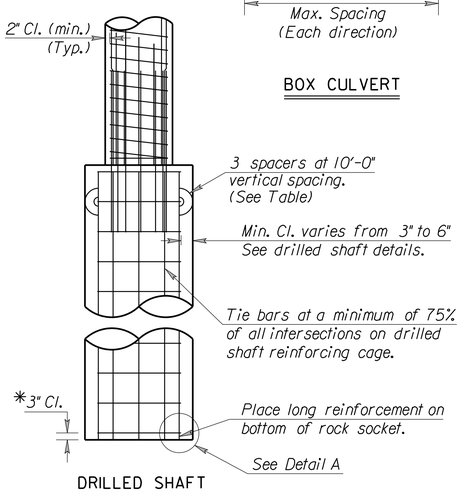


BOX CULVERT

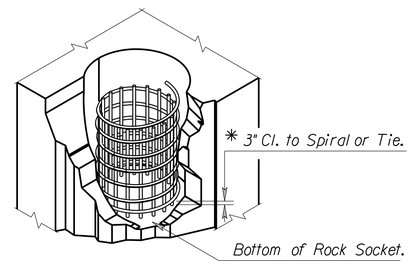


PIER

Req'd Shaft Supports		
Diameter (in.)	Circumference (in.)	No. of Spacers
18	56	3
24	75	3
30	94	4
36	113	4
42	131	5
48	150	6
54	169	6
60	188	7
66	207	7
72	226	8
78	244	9
84	263	9
90	282	10
96	301	11
102	320	11
108	339	12



DRILLED SHAFT



DETAIL A

* Note: Longitudinal reinforcing steel is placed on the bottom of the rock socket. Maintain 3" clearance from the bottom of rock socket to the first spiral or tie bar.

GENERAL NOTES

Reference is made to the latest edition of the CRSI "Manual of Standard Practice" for recommended industry practices concerning reinforcing steel.

Use only the following types of bar supports:

1) Wire Bar Supports:

a) Epoxy coated reinforcing: Class 1 Protection
b) Non-epoxy coated reinforcing: Class 1, 2, or 3 Protection

2) Plastic Bar Supports

3) Supplementary bars

When securing epoxy coated reinforcement, use tie wires or metal clips that are epoxy or plastic coated.

Do not weld reinforcing steel to bar supports or to other reinforcing steel. Shop weld spacer frames for haunched slabs.

Tie bars at all intersections around the perimeter of each mat and at not less than 2'-0" centers or at every intersection, whichever is greater.

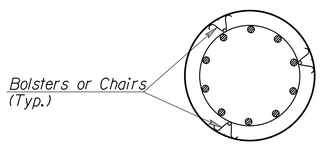
Where more than one length of bar support is required, lap the end legs so they are locked or tied together.

Use proper height supports to maintain the distance between the reinforcing and the formed surface or the top surface of deck slabs within 1/4" of that indicated on the plans.

Spacings shown are maximums. Use sufficient supports, as determined by the Engineer, to retain the reinforcing steel in position.

Construct any platforms, required for the support of workers and/or equipment during concrete placement, directly on the forms and not on the reinforcing steel.

Designs and arrangements of Supports or Spacers other than as shown on this sheet, may be used with the permission of the Engineer.



SECTION A-A

NO.	DATE	REVISIONS	BY	APP'D
5	11-10-10	Column Bar Supports Req'd	JPJ	TLF
4	12-01-05	Drilled Shaft Spiral Steel Placement	JPJ	KFH
3	8-21-00	Added Pre-Cast Panel Detail	RAM	KFH
2	12-20-99	Added Haunched Slab Bolsters	RAM	KFH
1	12-09-99	Revised Drilled Shaft Clearance	RAM	KFH

KANSAS DEPARTMENT OF TRANSPORTATION

SUPPORTS AND SPACERS FOR REINFORCING STEEL

BRI20

FHWA APPROVAL		11-17-10	APP'D	Terry L. Fleck
DESIGNED	RAM	DETAILED	RAA	QUANTITIES	CADD	RAA
DESIGN CK.	LRR	DETAIL CK.	RAM	QUAN.CK.	CADD CK.	RAM

Std. Base File: bri20.dgn
Plotted By: untitled
Plot Location:
File: M:\W-2020-1458M\CADD\Drawing Set\20-bri20.dgn
Plot Date: 8/30/2021

20-1458M	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	KANSAS	43 C-5078-01	2022	21	44

GUARDRAIL, STEEL PLATE

Location	Lin. Ft.	SRT End Terminals (Alt. 1)	FLEAT End Terminals (Alt. 2)	
SW Quadrant	25.00	1	1	
SE Quadrant	25.00	1	1	
NE Quadrant	25.00	1	1	
NW Quadrant	25.00	1	1	
Total	100.00	4	4	

TREE REMOVAL
(For Information Only)

Location	Each
NW Quadrant	5
SW Quadrant	3
TOTAL	8

REMOVAL OF EXISTING STRUCTURES
(For Information Only)

Location	Structure
℄ Sta. 302+30.75	Existing Bridge

DRAINAGE STRUCTURES

Station	Side	Size	Type			Entrance Pipe (Ft.)						End. Sections (ea.)							
TOTAL																			

EARTHWORK

STATION to STATION	EXCAVATION					COMPACTION			THROUGH CUTS NOT SUBGRADED			✳ EMBANKMENT (CU.YDS.)		⚠ PLACE. SELECT SOIL CU.YDS.
	COMMON		ROCK		CONTR. FURN. CU.YDS.	TYPE AA MR- CU.YDS.	TYPE B MR-90 CU.YDS.		COMM. CU.YDS.	TYPE AA CU.YDS.		INITIAL CONSOL.	SETTLE-MENT	
	CU.YDS.	VMF	CU.YDS.	VMF										
℄ Sta. 299+80 to Sta. 305+20	1,879	0.70			1,325		2,243							
TOTALS	1,879				1,325		2,243							

✳ Subsidiary (see General Note).

⚠ See General note.

RECAPITULATION OF BRIDGE QUANTITIES

BRIDGE NUMBER	STATION	SEE SHEET NO.
000430997003622	302+32	Sheet No. 9

RECAPITULATION OF ROAD QUANTITIES

ITEM	QUANTITY	UNIT
Mobilization	Lump Sum	L.S.
Mobilization (DBE)	Lump Sum	L.S.
Clearing and Grubbing	Lump Sum	L.S.
Removal of Existing Structure	Lump Sum	L.S.
Common Excavation	1,879	Cu. Yds.
Common Excavation (Contractor Furnished)	1,325	Cu. Yds.
Compaction of Earthwork (Type B)(MR-90)	2,243	Cu. Yds.
Field Office and Laboratory (Type C)	1	Each
Water (Grading)(Set Price)	1	Mgal.
✳Guardrail, Steel Plate	100	L.F.
Guardrail End Terminals (SRT)(Alt. 1)	4	Each
Guardrail End Terminals (FLEAT)(Alt. 2)	4	Each
Signing Object Markers (Type 3)	4	Each
Temporary Surfacing Material (Aggregate)(Set Price)	1	Cu.Yds.
Contractor Construction Staking	Lump Sum	L.S.
Foundation Stabilization (Set Price)	1	Cu. Yds.
Concrete For Seal Course (Set Price)	1	Cu. Yds.
Curing Environment	Lump Sum	L.S.

See Sheet No. 9 for Bridge Quantities.

See Sheet No. 22 for Temporary Erosion and Pollution Control Quantities.
See Sheet No. 23 for Erosion Control (Class 1, Type C) Quantities.
See Sheet No. 31 for Seeding Quantities.
See Sheet No. 37 for Traffic Control Quantities.

✳Wood posts required, no option.

NO.	DATE	REVISIONS	BY	APP'D
2	1-14-08	Rem. Drainage Structure summary	S.W.K.	J.O.B.
1	1-9-91	Detailed on CADD	R.J.S	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

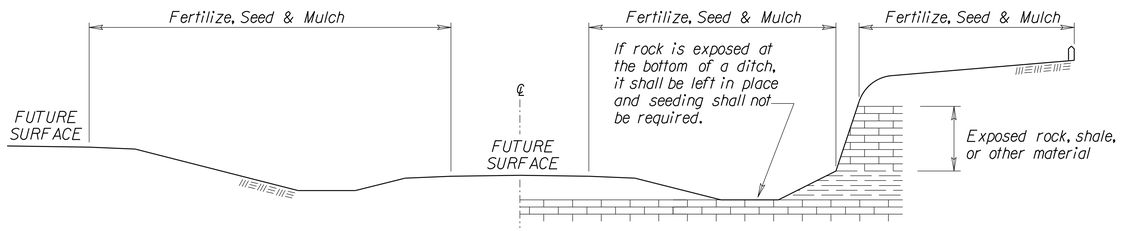
SUMMARY OF QUANTITIES

RD050

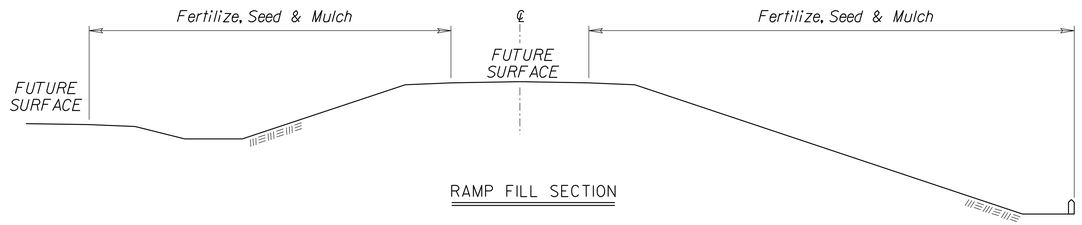
FHWA APPROVAL	5-28-08	APP'D. James O. Brewer	
DESIGNED	DETAILED	QUANTITIES	TRACED B.N.B.
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK. S.W.K.

Drawn By $$USERNAME$$ Plotted $$DATE$$ $$TIME$$
File $$DGNSPEC$$

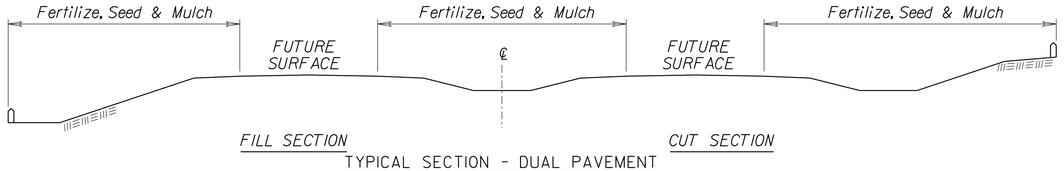
20-1458M	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	KANSAS	43 C-5078-01	2022	22	44



RAMP CUT SECTION



RAMP FILL SECTION



TYPICAL SECTION - DUAL PAVEMENT

FERTILIZER: A ratio and application rate that equals or exceeds the required minimum rate per acre of N, P_2O_5, K_2O listed in Summary of Quantities will be acceptable.

** - N = Nitrogen Rate of Application*
*** - P_2O_5 = Phosphorous Rate of Application*
**** - K_2O = Potassium Rate of Application*

The Contractor will be required to finish areas of excavation, borrow and embankment in accordance with the specifications. Areas that require installation or construction of temporary water pollution control items will be finished in reasonable close conformity to the alignment, grade and cross section shown on the plans or as established by the Engineer.

CLT = Construction Limit Tract. This area is defined by the entire disturbed area of the project that requires seeding and erosion control measures to be placed. Any impervious areas (i.e. pavement, gravel, riprap, etc.) shall not be included in this measurement.

Slope = Defined by the area of the project that requires Class 1 erosion control material to be placed. This area shall be seeded using the Soil Erosion Mix prior to placement of the material. Drilling seed is preferred, however, broadcasting is acceptable if drilling is not possible.

Channel = Defined by the area of the project that requires Class 2 erosion control material to be placed. This area shall be seeded using the Soil Erosion Mix prior to placement of the material. Drilling seed is preferred, however, broadcasting is acceptable if drilling is not possible.

GENERAL NOTES

The entire disturbed area, excepting the paved or surfaced areas, steep rocky slopes and areas of undisturbed native sod or other desirable vegetation shall be fertilized (limed when required), seeded, and mulched. Soil preparation shall conform to the Standard Specifications.

Temporary seeding shall be done during any time of the year that the soil can be cultivated. After the temporary seeding has been completed on the entire project, permanent seeding shall be done during the normal seeding season.

MULCHING: Mulch shall be spread uniformly over all disturbed areas and punched in the soil, unless otherwise noted on the plans. The rate of application per acre, thickness in place, for the mulching materials is generally as follows:

1¾ - 2¼ Tons per Acre = 1½" loose depth spread uniformly over acre.

Agricultural products, such as native prairie hay, used for mulching and erosion control practices, excluding wood based mulch, shall meet the North American Weed Free Forage Standards.
Other vegetative mulches are acceptable only with the Engineer's concurrence.

The above rate is a guide. It will be at the discretion of the Engineer to determine what rate is sufficient for adequate protection of newly seeded areas.

SUMMARY OF SEEDING / EROSION CONTROL QUANTITIES

P.L.S. RATE/ ACRE		ACRES		BID ITEM	QUANTITY	UNIT
CLT	SL/CH	CLT	SL/CH			
200		0.48		Temporary Fertilizer (13-13-13)	96	LB
				Temporary Seed (Canada Wildrye)		LB
				Temporary Seed (Grain Oats)		LB
				Temporary Seed (Sterile Wheatgrass)		LB
	169.9		0.48	Soil Erosion Mix	81.6	LB
				Erosion Control (Class 1, Type C)	710	SQ YD
				Erosion Control (Class 2, Type Y)		SQ YD
				Sediment Removal (Set Price)	1	CU YD
				Synthetic Sediment Barrier		LF
				Temporary Berm (Set Price)	1	LF
				Temporary Ditch Check (Rock)		CU YD
				Temporary Inlet Sediment Barrier		EACH
				Temporary Sediment Basin		CU YD
				Temporary Slope Drain		LF
				Temporary Stream Crossing		EACH
				Biodegradable Log (9")	18	LF
				Biodegradable Log (12")	18	LF
				Biodegradable Log (20")	35	LF
				Filter Sock (••••)		LF
				Geotextile (Erosion Control)		SQ YD
				Silt Fence	35	LF
				SWPPP Design †		LS
				SWPPP Inspection †		EACH
				Water Pollution Control Manager †		EACH
900 lbs / acre				Mulch Tacking Slurry		LB
2 tons / acre				Mulching		TON
				Water (Erosion Control) (Set Price)	1	MGAL

NOTE: When seeding less than 1 acre, temporary and permanent seeding shall be combined and seeded at the same time. There is no seasonal restriction for seeding projects less than 1 acre.

NOTE: Projects less than 1 acre shall be bid as "Seeding" by the lump sum. See Permanent Seeding Summary of Seeding Quantities sheet LA850 for further details.

Geotextile (Erosion Control) shall be removed prior to placement of permanent slope protection.

Regreen and Quick Guard are the approved sterile wheatgrass products.

† If the total disturbed area of the project, not just the seeding area, is 1 acre or more, then these bid items must be included.

***** List size of material.*

The amount of mulch and mulch tacking slurry in the bid quantities is estimated. (Acres of Seeding X 1.5 X 2 Tons/Acre). The estimated quantity includes mulching associated with both temporary and permanent seeding operations. The total mulch and mulch tacking slurry required shall be determined in the field. The bid item for mulching and mulch tacking slurry shall be paid for according to the Standard Specifications.

Quantities for all erosion control items are estimated to give full flexibility for compliance with the NPDES permit. Final quantities will be determined in the field.

SOIL EROSION MIX

PLS RATE	NAME	QTY (lb)
200	Fertilizer (13-13-13)	•
0.5	Seed (Blue Grama Grass Seed)(Lovington)	0.24
4.5	Seed (Buffalograss)(Treated)	2.16
20	Seed (Canada Wildrye Grass)	9.60
45	Seed (Perennial Ryegrass)	21.60
2.6	Seed (Prairie Junegrass)	1.25
6.3	Seed (Side Oats Grama Grass) (ElReno)	3.02
20	Seed (Sterile Wheatgrass)(Regreen/Quick Guard)	9.60
45	Seed (Tall Fescue)(Endophyte Free)	21.60
6	Seed (Western Wheatgrass)(Barton)	2.88
20	Seed (Grain Oats)	9.60
	Total (lb)	81.55

The Soil Erosion Mix is to be placed under the Class 1 and/or Class 2 erosion control material.

The Soil Erosion Mix consists of the Shoulder Area of the Permanent Seed Mix used on the project.

- Fertilizer quantity for Soil Erosion Mix is included in the Recap Table above.

NO.	DATE	REVISIONS	BY	APP'D
3	08/03/20	Added Note	MRD	ML
2	12/01/17	Revised Standard	MRD	SHS
1	06/01/17	Revised Standard	MRD	SHS

KANSAS DEPARTMENT OF TRANSPORTATION

TEMPORARY EROSION AND POLLUTION CONTROL

LA852A

FHWA APPROVAL		1/26/2018	APP'D		Scott H. Shields
DESIGNED	MRD	DETAILED	MRD	QUANTITIES	CADD
DESIGN CK.	SHS	DETAIL CK.	SHS	QUAN.CK.	CADD CK.

Std. Base File:
Plotted By: *untitled* Plot Location:
File: *M:\W-2020-1458M\CADD\Drawing Set\22-la852a.dgn*
Plot Date: *12/3/2021*

20-1458M	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	KANSAS	43 C-5078-01	2022	23	44

EROSION CONTROL- CLASS I, TYPE C

STATION TO STATION	SIDE	LENGTH	WIDTH	SQ YARD
280+00 to 301+97	Rt.	217'	11.0'	265.2
302+55 to 302+93	Lt.	39'	17.7'	76.7
302+92 to 304+71	Lt.	188'	7.9'	165.0
302+63 to 303+00	Rt.	37'	11.3'	46.5
303+00 to 303+60	Rt.	60'	4.3'	28.7
303+60 to 304+71	Rt.	111'	10.4'	128.3
TOTAL EROSION CONTROL (CLASS I, TYPE C) =				710.4

Std. Base File:	
Plotted By: unfiled	Plot Location:
File: M:\M-20\20-1458M\CADD\Drawing Set\23-la852a-ec.dgn	
Plot Date: 8/30/2021	

NO.	DATE	REVISIONS	BY	APP'D

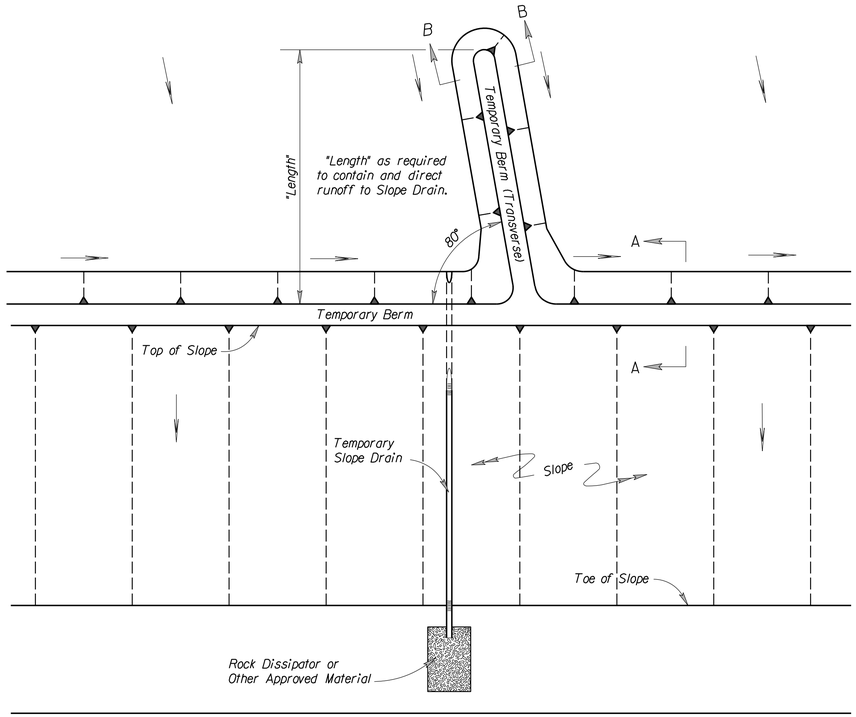
KANSAS DEPARTMENT OF TRANSPORTATION

EROSION CONTROL
SEEDING-SODDING

LA852A-EC

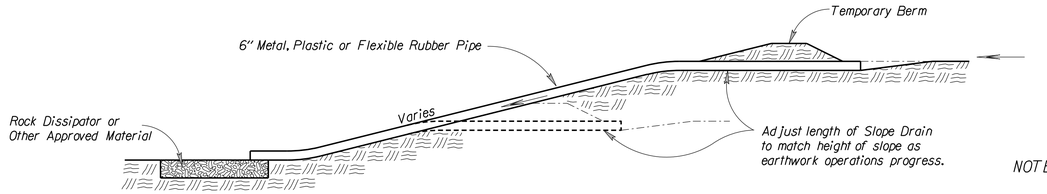
FHWA APPROVAL	1/04/2006		APP'D	Scott H. Shields	
DESIGNED	MRM	DETAILED	MRM	QUANTITIES	CADD MRM
DESIGN CK.	SHS	DETAIL CK.	SHS	QUAN.CK.	CADD CK. SHS

20-1458M	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	KANSAS	43 C-5078-01	2022	24	44



TYPICAL PLAN VIEW OF TEMPORARY BERM AND TEMPORARY SLOPE DRAIN

NO SCALE



TYPICAL PROFILE OF TEMPORARY SLOPE DRAIN

NO SCALE

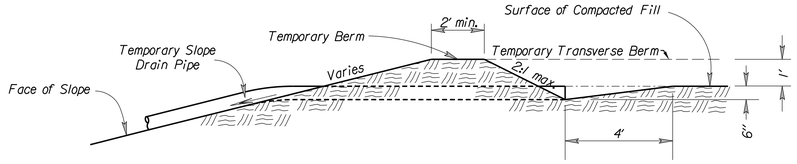
NOTES:

1) Temporary Slope Drain and Temporary Berm may be used on either project foreslopes or project backslopes.

2) Discharge of Slope Drains shall be into stabilized ditch or area, or into Sediment Basin.

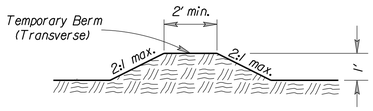
3) Pipe shall be secured in place as approved by Engineer.

4) Temporary Berms under 2,000 feet shall be bid by Set Price.



SECTION A-A

NO SCALE

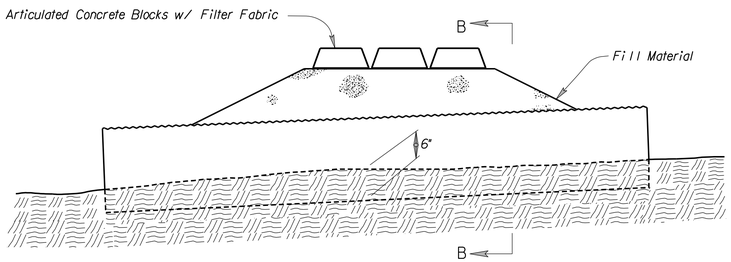


SECTION B-B

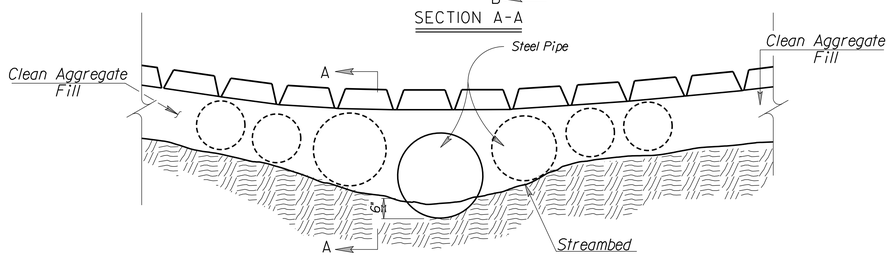
NO SCALE

TYPICAL PROFILE OF TEMPORARY BERM

NO SCALE



SECTION A-A



SECTION B-B

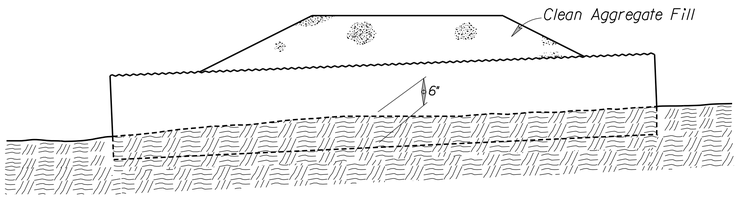
TEMPORARY STREAM CROSSING (ARTICULATED CONCRETE BLOCKS)

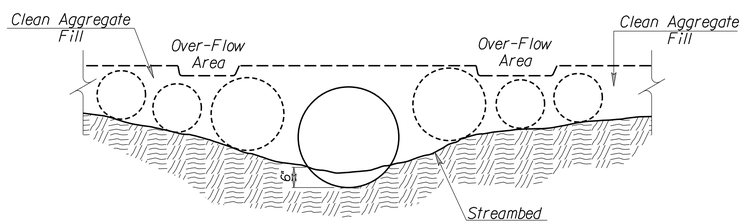
NO SCALE

Pipe size may vary

Place 1 pipe buried 6" into stream bottom, in the lowest point of the channel to allow the passage of aquatic organisms, with additional pipes placed along the remainder of the stream channel bottom such that ordinary high water (OHW) flows designated in the Contract Documents shall flow through the pipes without overtopping the crossing.

See KDOT Specifications for more information





SECTION B-B

TEMPORARY STREAM CROSSING (AGGREGATE)

NO SCALE

Pipe size may vary

Place 1 pipe buried 6" into stream bottom, in the lowest point of the channel to allow the passage of aquatic organisms, with additional pipes placed along the remainder of the stream channel bottom such that ordinary high water (OHW) flows designated in the Contract Documents shall flow through the pipes without overtopping the crossing.

See KDOT Specifications for more information

NO.	DATE	REVISIONS	BY	APP'D
3	6/11/13	Revised Standard	MRM	SHS
2	11/01/10	Revised Standard	MRM	SHS
1	10/15/10	Revised Standard	WCL	RDR

KANSAS DEPARTMENT OF TRANSPORTATION

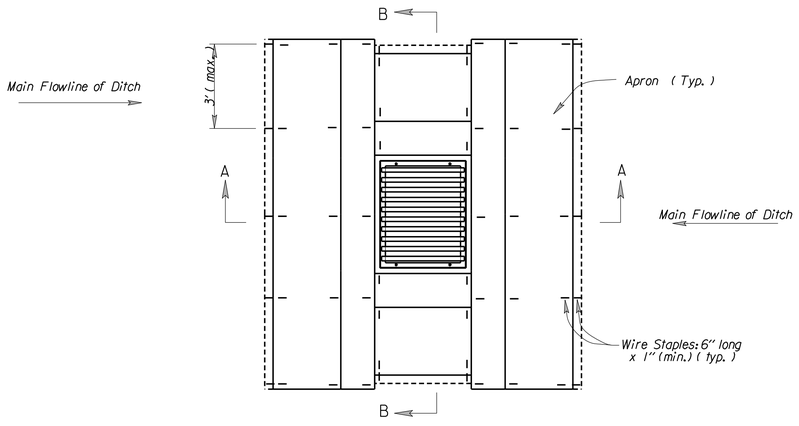
TEMPORARY EROSION AND POLLUTION CONTROL
TEMPORARY SLOPE DRAIN
TEMPORARY STREAM CROSSING (AGGREGATE)
TEMP. STREAM CROSS. (ARTC. CONC. BLOCKS)

LA852B

FHWA APPROVAL		11/08/2010	APP'D	Scott H. Shields	
DESIGNED	MRM	DETAILED	QUANTITIES	CADD	
DESIGN CK.	SHS	DETAIL CK.	QUAN.CK.	CADD CK.	

Std. Base File:
Plotted By: unitled | Plot Location:
File: M:\M-2020-1458M\CADD\Drawing Set\24-la852b.dgn
Plot Date: 8/30/2021

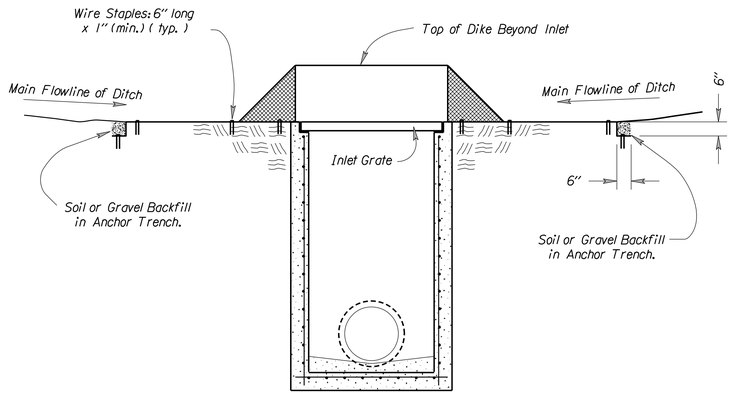
20-1458M	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	KANSAS	43 C-5078-01	2022	25	44



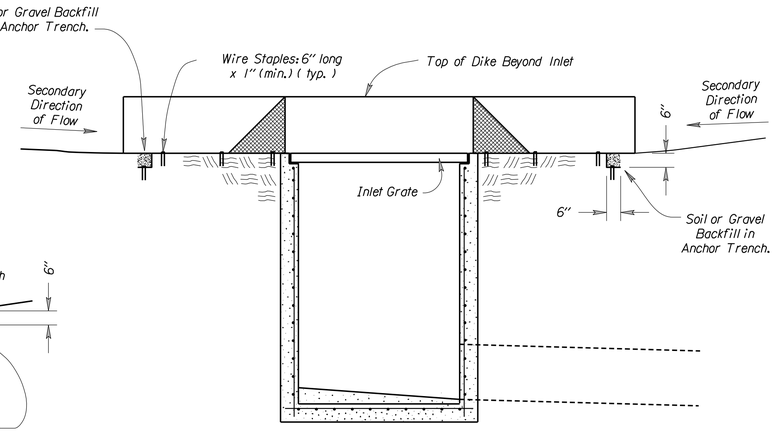
PLAN

TEMPORARY INLET SEDIMENT BARRIER
(TRIANGULAR SILT DIKE METHOD)

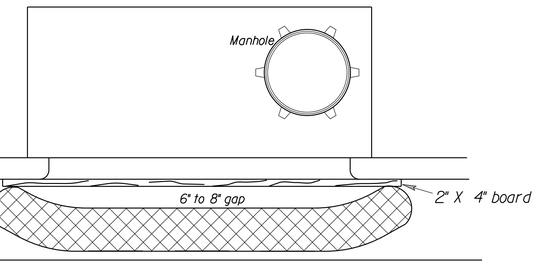
NO SCALE



SECTION A - A



SECTION B - B

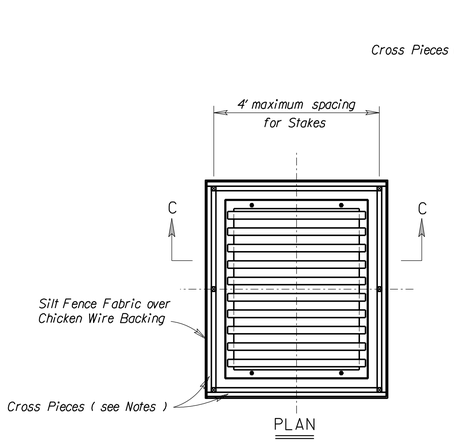


Bags = synthetic net (3mm mesh) or burlap bags

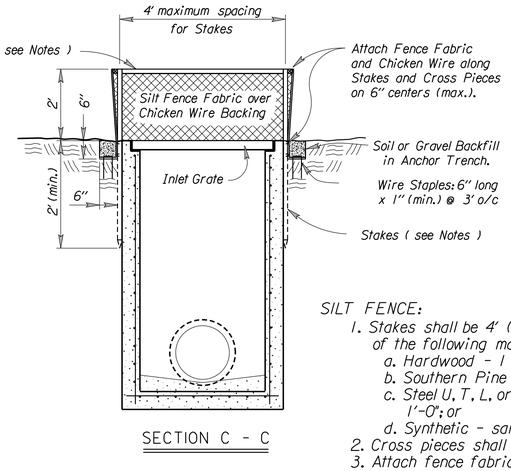
Rock = approximately 1" to 2" diameter

CURB INLET PROTECTION

1. If multiple gravel bags are required, place them in such a way that no gaps are evident.
2. Height of bags (8" minimum diameter) must not be above top of curb.
3. Alternative products may be used other than gravel bags such as the "Gutter Buddy". Products must be approved by the Engineer.
4. Curb inlet protection will be measured and paid for as Filter Sock.



PLAN



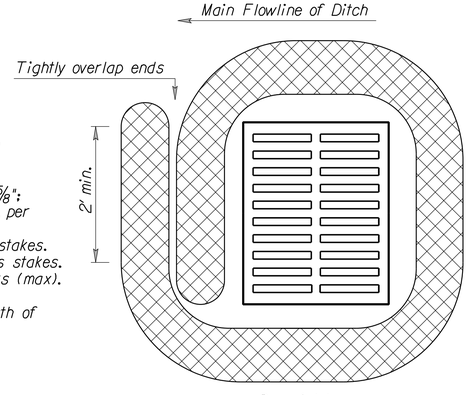
SECTION C - C

TEMPORARY INLET SEDIMENT BARRIER
(SILT FENCE METHOD)

NO SCALE

SILT FENCE:

1. Stakes shall be 4' (min.) long and of one of the following materials:
   a. Hardwood - 1 3/16" x 1 3/16";
   b. Southern Pine (No. 2) - 2 5/8" x 2 5/8";
   c. Steel U, T, L, or C Section - .95 lbs. per 1'-0"; or
   d. Synthetic - same strength as wood stakes.
2. Cross pieces shall be of same material as stakes.
3. Attach fence fabric securely on 6" centers (max).
4. Use of high flow material is acceptable.
5. Refer to plan sheets to estimate the length of silt fence required.



Drop inlet use
1'-6" TO 1'-8" diameter log

BIODEGRADABLE LOG/FILTER SOCK
DROP INLET PROTECTION

Note: 25% of log shall be keyed into ground during installation.

Stake every 4'

Material Requirements
Use 100% shredded mulch or other non-compost biodegradable material as fill for logs.
No compost or fines.
No hay or straw.
Do not use material which prohibits water infiltration.
Log Mesh: Use mesh with 1/4" openings or larger. Mesh must allow water infiltration but also hold fill material in place.

NO.	DATE	REVISIONS	BY	APP'D
3	9/26/19	Changed Direction of Main Flowline of Ditch Arrow	MRD	SHS
2	3/10/15	Revised Standard	RA	SHS
1	6/01/13	Revised Standard	MRM	SHS

KANSAS DEPARTMENT OF TRANSPORTATION

TEMPORARY EROSION AND POLLUTION CONTROL

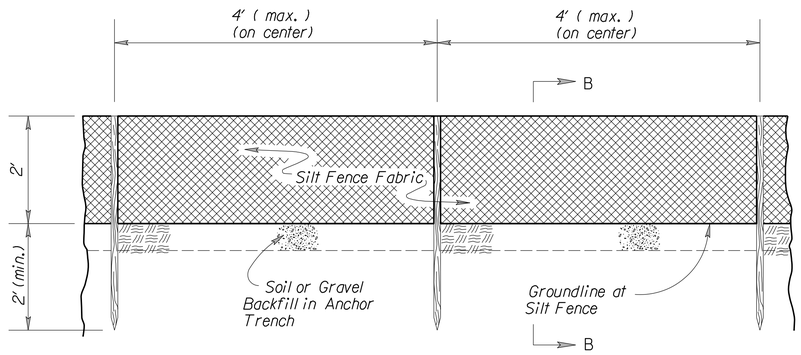
TEMP. INLET SEDIMENT BARRIER (SILT FENCE)
TEMP. INLET SEDIMENT BARRIER (T.S.D.)
CURB INLET PROTECTION
DROP INLET PROTECTION

LA852C

FHWA APPROVAL	3/10/2015	APP'D	Scott H. Shields
DESIGNED RA	DETAILED RA	QUANTITIES	CADD
DESIGN CK. SHS	DETAIL CK. SHS	QUAN.CK.	CADD CK.

Std. Base File:
Plotted By: unified | Plot Location:
File: M:\M-20\20-1458M\CADD\Drawing Set\25-la852c.dgn
Plot Date: 8/30/2021

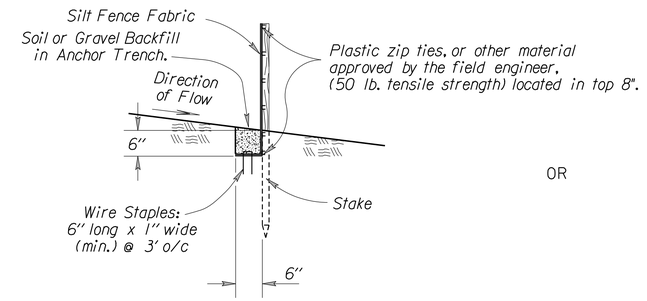
20-1458M	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	KANSAS	43 C-5078-01	2022	26	44



TYPICAL ELEVATION

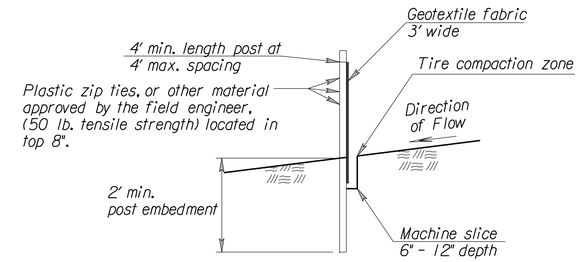
SILT FENCE BARRIER

NO SCALE

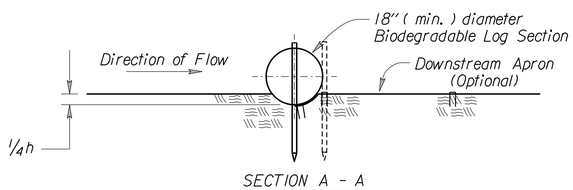


SECTION B-B

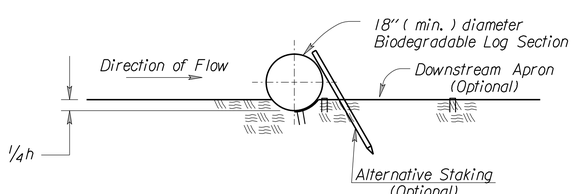
OR



SECTION B-B

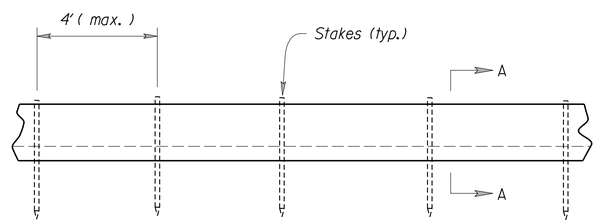


SECTION A - A



ALT. DETAIL

OPTIONAL



TYPICAL ELEVATION

BIODEGRADABLE LOG SLOPE INTERRUPTIONS

OR Filter Sock

INSTALLATION NOTES

SILT FENCE:

1. Stakes shall be 4' (min.) long and of one of the following materials:
   a. Hardwood - 1 3/16" x 1 3/16";
   b. Southern Pine (No. 2) - 2 5/8" x 2 5/8";
   c. Steel U, T, L, or C Section - .95 lbs. per 1'-0"; or
   d. Synthetic - same strength as wood stakes.
2. Attach fence fabric with 3 zip ties within the top 8" of the fence
   Alternate attachment methods may be approved by the Engineer on a performance basis.
3. Use of high flow material is acceptable.
4. Refer to plan sheets to estimate the length of silt fence required.

BIODEGRADABLE LOG OR FILTER SOCK

1. Place biodegradable logs or filter sock tightly together minimum overlap of 18".
2. Wood stakes shall be 2" x 2" (nom.).
3. Refer to plan sheets to estimate length of biodegradable log and filter sock required.
4. Each log or sock (except compost filter socks) should be keyed into the ground at a minimum of 25% of its height. Compost filter socks should be placed on smooth prepared ground with no gaps between the sock and soil.
5. Length of stakes should be 2 times the height of the log at a minimum with minimum ground embedment equal to the height of the log / sock.

Biodegradable Log or Filter Sock Slope Interruptions

Slope Gradient	PRODUCT: 9" Sediment Log or 8" Filter Sock (ft)	12" Sediment Log or 12" Filter Sock (ft)	20" Sediment Log or 18" Filter Sock (ft)
≤4H:1V	40	60	80
3H:1V	30	45	60

Deviations should be approved by the Field Engineer.

BIODEGRADABLE LOG MATERIAL		
	LOW FLOW	HIGH FLOW
9"	Straw/Compost	Excelsior / Wood Chips / Coconut Fiber
12"	Straw/Compost	Excelsior / Wood Chips / Coconut Fiber
18"-20"	Straw/Compost	Excelsior / Wood Chips / Coconut Fiber

GENERAL NOTES

1) Slope interruptions shall be placed along contour lines, with a short section turned upgrade at each end of the barrier.
2) The maximum length of the slope interruptions shall not exceed 250 feet, and the barrier ends need to be staggered.
3) Interruptions damaged by Contractor's negligence, including improper maintenance or lack of maintenance, shall be repaired immediately by Contractor at no additional cost to KDOT.
4) Agricultural products, such as native prairie hay, used for mulching and erosion control practices, excluding wood based mulch, shall meet the North American Weed Free Forage Standards.

NO.	DATE	REVISIONS	BY	APP'D
3	6/28/16	Revised Standard	RA	SHS
2	3/01/15	Revised Standard	RA	SHS
1	6/01/13	Revised Standard	MRM	SHS

KANSAS DEPARTMENT OF TRANSPORTATION

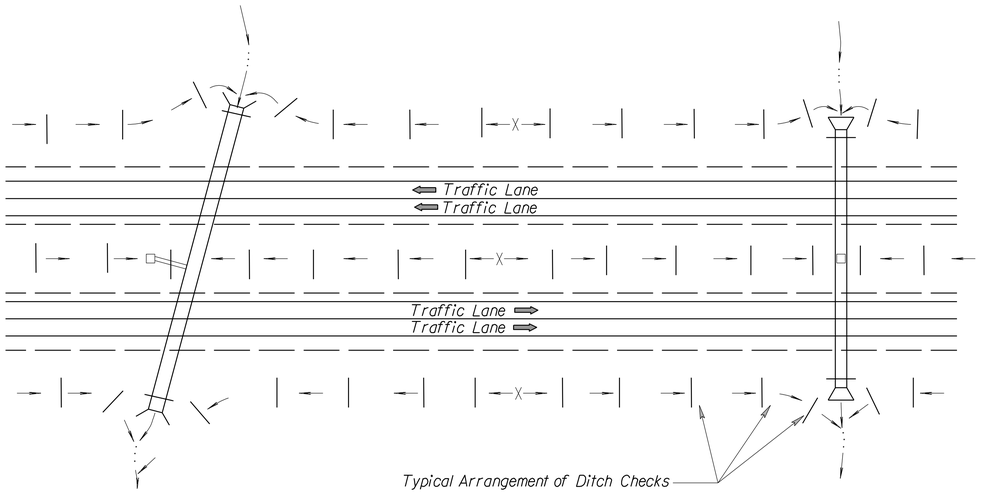
TEMPORARY EROSION AND POLLUTION CONTROL

SLOPE INTERRUPTIONS BIODEGRADABLE LOG / SILT FENCE

LA852D

FHWA APPROVAL	9/14/2016	APP'D	Scott H. Shields		
DESIGNED	SHS	DETAILED	RA	QUANTITIES	CADD
DESIGN CK.	SHS	DETAIL CK.		QUAN.CK.	CADD CK.

Std. Base File:
Plotted By: untitled | Plot Location:
File: M:\W-2020-1458M\CADD\Drawing Set\26-la852d.dgn
Plot Date: 8/30/2021



TYPICAL DITCH CHECK LAYOUT PLAN

NO SCALE

20" BIOLOG CHECK SPACING	
DITCH ℄ SLOPE (%)	SPACING INTERVAL (FEET)
1.0	*125*
2.0	*60*
3.0	*40*
4.0	*30*
5.0	*25*
NOTE: Use this spacing for all except Rock Ditch Checks.	

18" FILTER SOCK CHECK SPACING	
DITCH ℄ SLOPE (%)	SPACING INTERVAL (FEET)
1.0	*110*
2.0	*55*
3.0	*35*
4.0	*25*
5.0	*20*
NOTE: Use this spacing for all except Rock Ditch Checks.	

GENERAL NOTES

1) *The choice of ditch check methods is at the option of the Contractor.*

2) *Use only rock checks in situations where the ditch slope is 6 percent or greater.*

2) *Ditch checks damaged by Contractor's negligence, including improper maintenance or lack of maintenance, shall be repaired by Contractor at no extra cost to KDOT.*

NO.	DATE	REVISIONS	BY	APP'D
3	8/10/16	Revised Standard	RAA	SHS
2	6/28/16	Revised Standard	RAA	SHS
1	6/01/13	Revised Standard	MRM	SHS

KANSAS DEPARTMENT OF TRANSPORTATION

TEMPORARY EROSION AND POLLUTION CONTROL

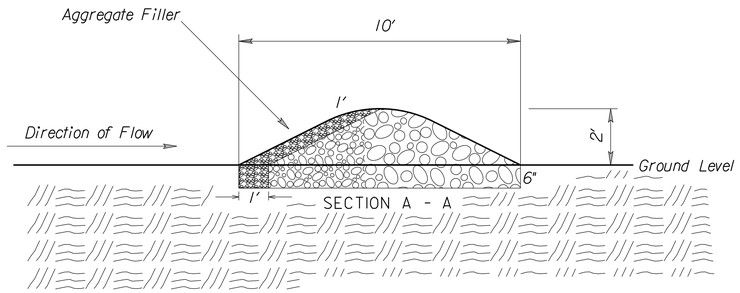
DITCH CHECKS

LA852E

FHWA APPROVAL		9/14/2016	APP'D	Scott H. Shields	
DESIGNED	SHS	DETAILED	RAA	QUANTITIES	CADD RAA
DESIGN CK.	SHS	DETAIL CK.	SHS	QUAN.CK.	CADD CK. SHS

Std. Base File:	
Plotted By: *unfitted*	Plot Location:
File: *M:\M-20\20-1458M\CADD\Drawing Set\27-la852e.dgn*	
Plot Date: *8/30/2021*	

20-1458M	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	KANSAS	43 C-5078-01	2022	28	44



TYPICAL ELEVATION

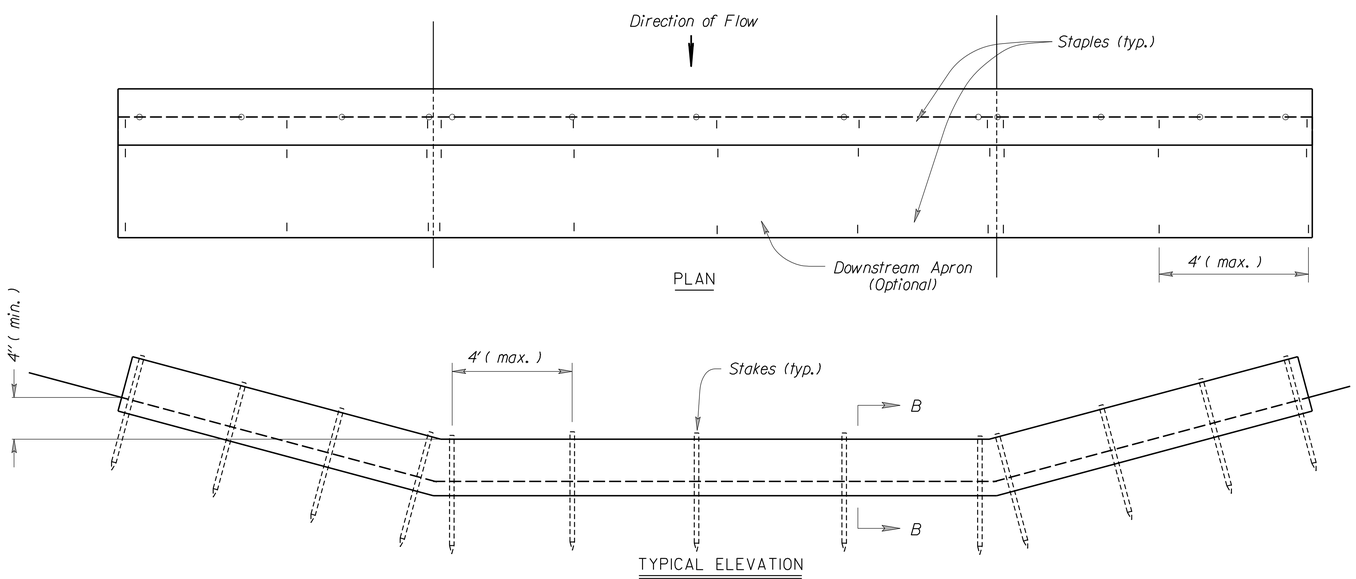
ROCK DITCH CHECK

NO SCALE

TEMPORARY ROCK DITCH CHECK SPACING	
DITCH ℄ SLOPE (%)	SPACING INTERVAL (FEET)
5.0	60
6.0	50
7.0	43
8.0	36
9.0	33
10.0	29
NOTE: Use this spacing for Rock Ditch Checks only.	

ROCK DITCH CHECK NOTES

1. Rock shall be clean aggregate, D50-6" and aggregate filler.
2. Place rock in such manner that water will flow over, not around ditch check.
3. Do not use rock ditch checks in clear zone.
4. Excavation: The ditch area shall be reshaped to fill any eroded areas. Prior to placement of the rock, the ditch shall be excavated to the dimensions of the Rock Ditch Check and to a minimum depth of 6" (150mm). After placement of the rock, backfill and compact any over-excavated soil to ditch grade. This work shall be subsidiary to the bid item Temporary Ditch Check (Rock).
5. Aggregate excavated on site may be used as an alternate to the 6" rock, if approved by the Engineer.
6. The Engineer may approve the use of larger aggregates for the downstream portion of the check when conditions warrant their use.
7. When the use of larger rock is approved, D50-6" rock will be placed between the larger aggregate and the aggregate filler.
8. Aggregate filler will be placed on the upstream face of the ditch check. Aggregate filler will comply with Filter Course Type I, Division 1114.

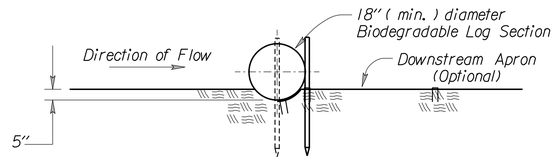


TYPICAL ELEVATION

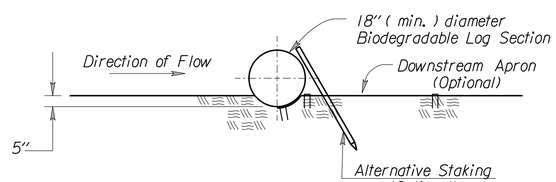
BIODEGRADABLE LOG DITCH CHECK

OR Filter Sock Ditch Check

NO SCALE



SECTION B - B



ALT. DETAIL
OPTIONAL

BIODEGRADABLE LOG DITCH CHECK NOTES

1. Use as many biodegradable log sections as necessary to ensure water does not flow around end of ditch check.
2. Overlap sections a minimum of 18".
3. Stakes shall be wood or steel according to Section 2114 of the Standard Specifications. Length of stakes shall be a minimum of 2 x the diameter of the log.
4. Use Erosion Control (Class 1) (Type C) as the downstream apron when required.
5. A downstream apron is required when directed by the Engineer. Apron material will be paid at the contract unit price.
6. Each log or sock (except compost filter socks) should be keyed into the ground at a minimum of 25% of its height. Compost filter socks should be placed on smooth prepared ground with no gaps between the sock and soil.

NO.	DATE	REVISIONS	BY	APP'D
3	11/19/20	Revised Standard	MRD	ML
2	8/10/16	Revised Standard	RAA	SHS
1	10/21/15	Revised Standard	RAA	SHS

KANSAS DEPARTMENT OF TRANSPORTATION

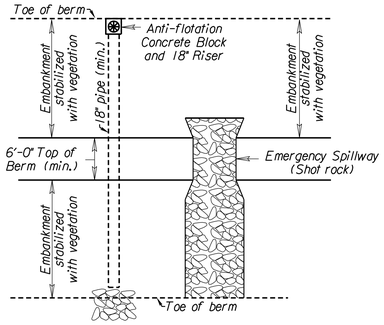
TEMPORARY EROSION AND POLLUTION CONTROL
ROCK DITCH CHECKS
BIODEGRADABLE LOG DITCH CHECKS

LA852G

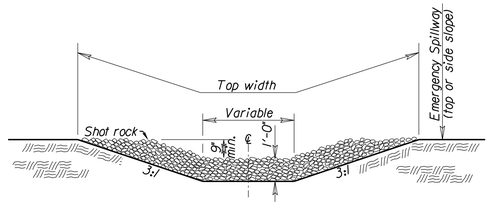
FHWA APPROVAL		11/19/2020	APP'D	Mervin Lare	
DESIGNED	ML	DETAILED	DK	QUANTITIES	CADD RAA
DESIGN CK.	ML	DETAIL CK.	ML	QUAN.CK.	CADD CK. RAA

Std. Base File: la852g.dgn
Plotted By: unitted
Plot Location:
File: M:\W-2020-1458M\CADD\Drawing Set\28-la852g.dgn
Plot Date: 8/30/2021

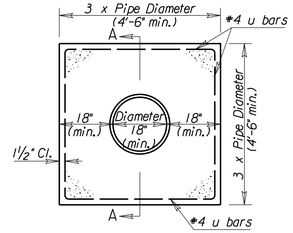
20-1458M	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	KANSAS	43 C-5078-01	2022	29	44



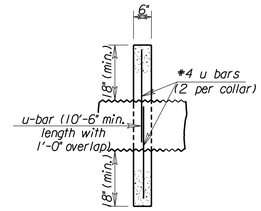
SEDIMENT STORAGE BASIN (PLAN)



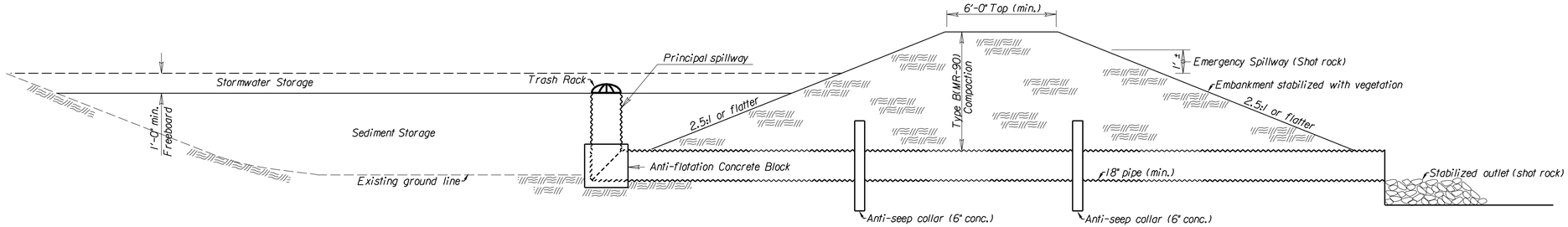
CROSS SECTION (EMERGENCY SPILLWAY)



CONCRETE ANTI-SEEP COLLAR



SECTION A-A



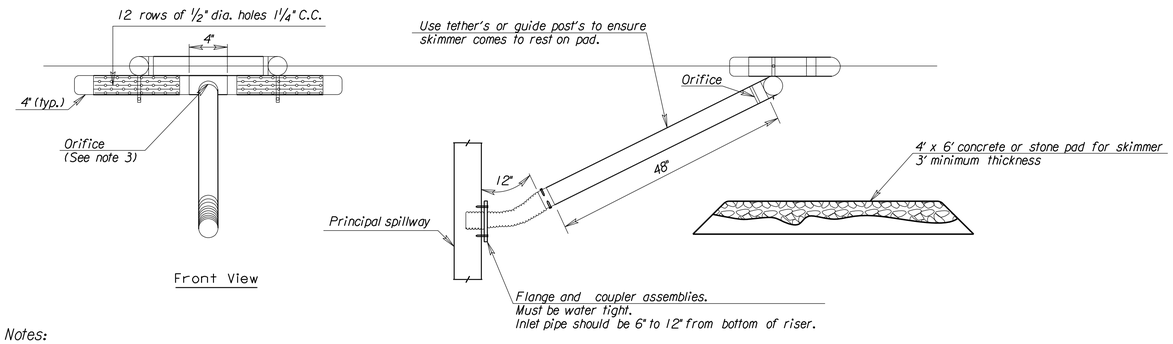
SEDIMENT STORAGE BASIN (ELEVATION)

NOTES:

1) *Temporary Sediment Basins shall be constructed at locations as directed by the Engineer or as approved in the SWPPP Schedule. All work and materials necessary, including but not limited to, the fill material, compaction, drainage pipes, aggregates and all other incidentals necessary to construct the basin, shall be paid as "Temporary Sediment Basin".*

2) *Lengths and top dimensions shall be determined in the field by the Engineer.*

3) *Skimmer dewatering device required and must be used reguardless the size of the drainage area.*



Notes:

1. *All P.V.C. pipes are to be schedule 40.*
2. *HDPE flexible drain pipes is to be attached to the pond outlet structure with water-tight connections.*
3. *The orifice shall be sized of to provide drawdown time to 2 to 5 days and approved by the engineer.*
4. *Other skimmer designs maybe used that dewaters from the surface at a controlled rate. The design must be approved by the engineer.*

SKIMMER DEWATERING DEVICE

SEDIMENT STORAGE BASIN LOCATIONS

STATION TO STATION	SIDE	REQUIRED STORAGE CAPACITY

NO.	DATE	REVISIONS	BY	APP'D
3				
2	9/3/13	Added Skimmer Dewatering Device	MRM	SHS
1	7/17/13	Revised Standard	MRM	SHS

KANSAS DEPARTMENT OF TRANSPORTATION

TEMPORARY EROSION AND POLLUTION CONTROL

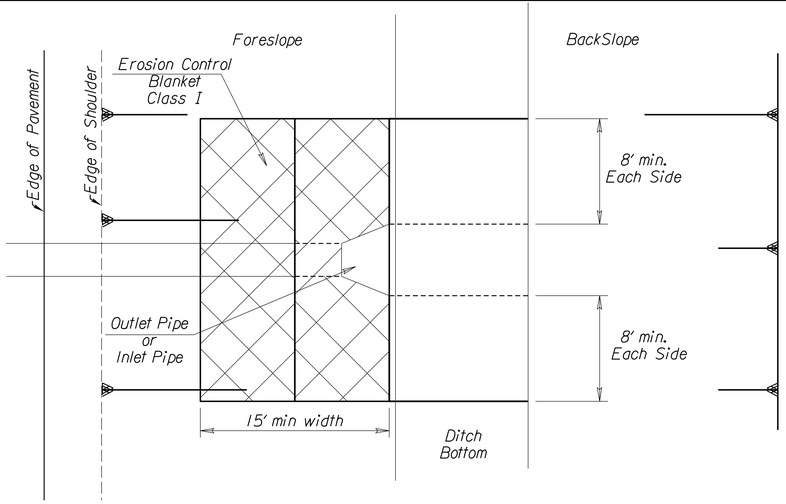
SEDIMENT STORAGE BASIN

LA852H

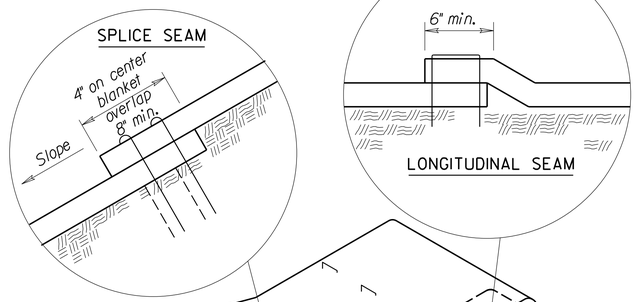
FHWA APPROVAL		09/24/2013	APP'D	Scott H. Shields	
DESIGNED	BB	DETAILED	BB	QUANTITIES	CADD BB
DESIGN CK.	SHS	DETAIL CK.	SHS	QUAN.CK.	CADD CK. SHS

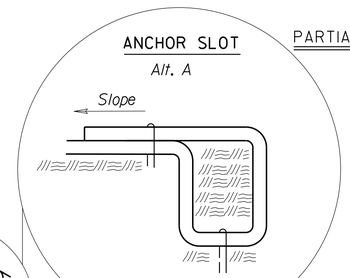
Std. Base File:
Plotted By: unfilled | Plot Location:
File: M:\M-20\20-1458M\CADD\Drawing Set\29-la852h.dgn
Plot Date: 8/30/2021

20-1458M	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	KANSAS	43 C-5078-01	2022	30	44

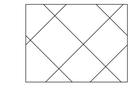


PARTIAL PLAN PIPE

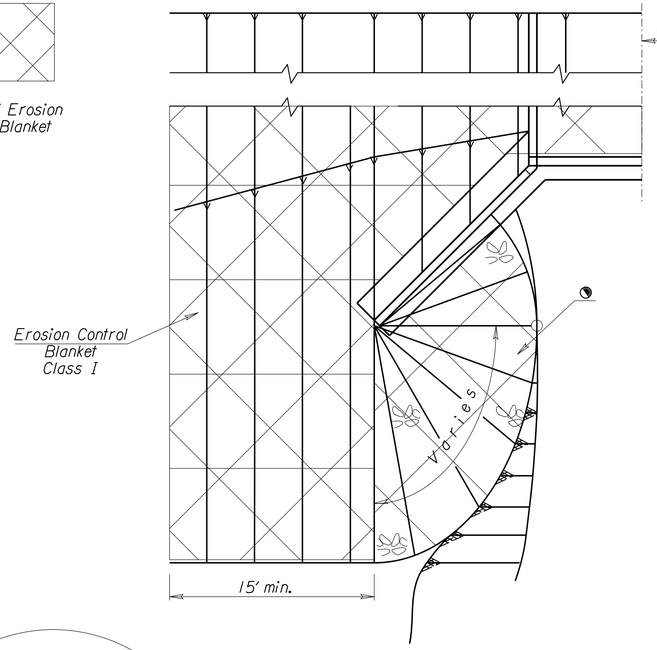




ISOMETRIC VIEW



Limits of Erosion Control Blanket



PARTIAL PLAN BOX CULVERT

◔ Erosion Control Class I may be omitted if the area is immediately covered by permanent slope protection (where directed by the plans).

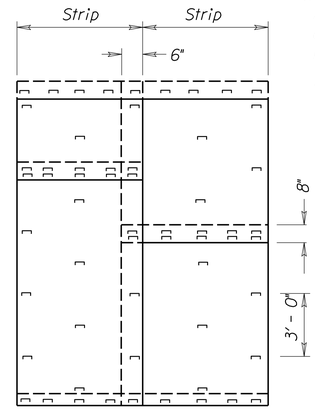
INSTALLATION DETAILS FOR EROSION CONTROL CLASS I

Erosion Control Blankets shall be laid loosely in the direction of the slope, beginning at the bottom of the slope. In order for blanket to be in contact with the soil, lay blanket loosely, avoiding stretching.

1. ANCHOR SLOTS: The top of the blanket should be "slotted in" at the top of the slope and anchored in place with anchors 6 inches apart. The slots should be 6 inches wide x 6 inches deep with the blanket anchored in the bottom of the slot, then backfilled, tamped and seeded.
2. LONGITUDINAL SEAMS: The edges of the blanket should overlap each other a minimum of 6 inches, with anchors catching the edges of both blankets.
3. SPLICE SEAM: When splices are necessary, overlapend a minimum of 8 inches in direction of water flow. Stagger splice seams.
4. TERMINAL FOLD: The bottom edge of the blanket shall be turned under a minimum of 4 inches, then anchored in place with anchors 9 inches apart.
5. TYPICAL ANCHORS: Anchor design shall be as recommended by the manufacturer.
6. STAPLE CHECK: †Establish Staples in 2 rows 4" on center apart. Staple Checks - shall be 30' apart.

NOTE:
Agricultural products, such as native prairie hay, used for mulching and erosion control practices, excluding wood based mulch, shall meet the North American Weed Free Forage Standards.

Single post ring and shank staple is acceptable.



PLAN VIEW - ANCHORING DIAGRAM

NO.	DATE	REVISIONS	BY	APP'D
4	3/01/15	Revised Standard	RAA	SHS
3	2/23/15	Revised Standard	RAA	SHS
2	9/15/14	Revised Standard	MRM	SHS
1	9/10/07	Revised Standard	MRM	SHS

KANSAS DEPARTMENT OF TRANSPORTATION

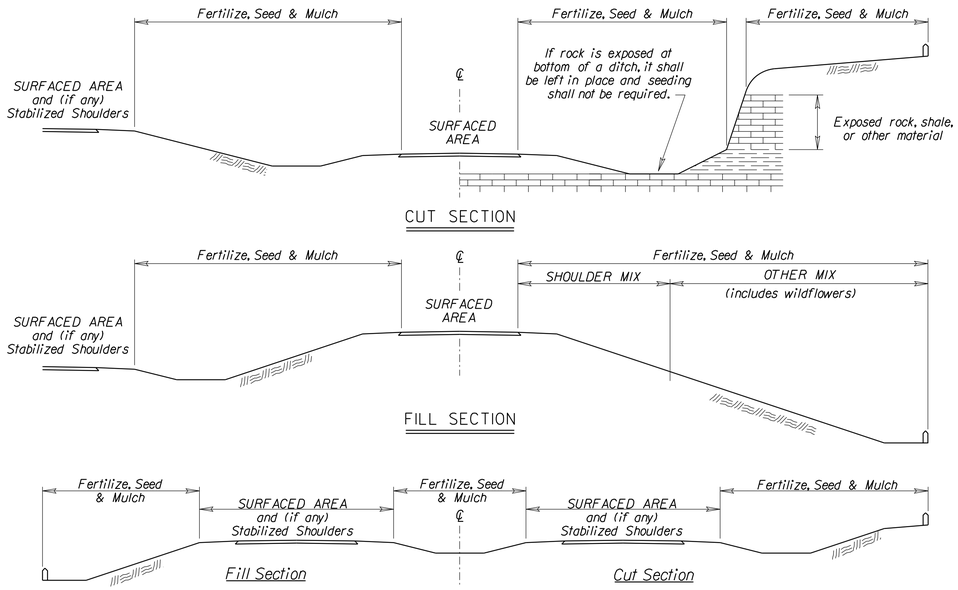
INSTALLATION DETAIL
EROSION CONTROL CLASS I
SLOPE PROTECTION

LA855

FHWA APPROVAL	3/10/2015	APP'D	Scott H. Shields		
DESIGNED	RAA	DETAILED	RAA	QUANTITIES	CADD RAA
DESIGN CK.		DETAIL CK.		QUAN.CK.	CADD CK. RAA

Std. Base File: la855.dgn
Plotted By: unfitted
Plot Location:
File: M:\M-2020-1458M\CADD\Drawing Set\30-la855.dgn
Plot Date: 8/30/2021

20-1458M	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	KANSAS	43 C-5078-01	2022	31	44



TYPICAL SECTION - DUAL PAVEMENT

GRASS & WILDFLOWER SEEDING SEASONS

COOL SEASON GRASSES	WARM SEASON GRASSES & WILDFLOWERS
February 15 thru April 20 August 15 thru September 30	November 15 thru June 1
SPECIES	SPECIES
Bluegrasses	Bermuda Grass
Brome Grasses	Big Bluestem
Canada Wildrye	Blue Grama
Fescues	Buffalo Grass
Prairie Junegrass	Indiangrass
Ryegrasses	Little Bluestem
Sterile Wheatgrass	Sand Bluestem
Tall Dropseed	Sand Dropseed
Western Wheatgrass	Sand Lovegrass
	Side Oats Grama
	Switchgrass
	Wildflower Mixes

When the area to be seeded is 1 acre or more, if Cool Season grasses are mixed with Warm Season grasses, seed the area during the Warm Season.

When the area to be seeded is less than 1 acre, seed the area any time of the year.

SODDING SEASONS

COOL SEASON GRASSES	WARM SEASON GRASSES
March 1 thru April 15 September 1 thru November 15	May 15 thru September 1
SPECIES	SPECIES
Bluegrass Sod	Buffalo Grass Sod
Fescue Sod	

If the soil is workable, the Engineer may allow placement of sod between November 15 and March 1. If sod is placed during this time, maintain the sod until 20 days after the beginning of the spring sodding season.

GENERAL NOTES

The entire disturbed area, excepting the paved or surfaced areas, steep rocky slopes and areas of undisturbed native sod or other desirable vegetation shall be fertilized (limed when required), seeded and mulched. Soil preparation shall conform to the Standard Specifications except as noted below.

All borrow areas shown on the plans are to be fertilized, seeded, and mulched. However, operation in borrow areas where crops are growing may be omitted when requested by the owner.

If temporary cover has provided stable slopes with no erosion, seed the permanent grasses into the existing cover. If there has been erosion that requires repair prior to seeding, then it may be necessary to regrade the area, resulting in bare ground.

FERTILIZER: A ratio and application rate that equals or exceeds the required minimum rate per acre of N, P_2O_5, K_2O listed in Summary of Seeding Quantities will be acceptable.

MULCHING: Mulch shall be spread uniformly over all disturbed areas and punched in the soil, unless otherwise noted on the plans. The rate of application per acre, thickness in place, for the mulching material is generally as follows:

1¾ - 2¼ Tons per Acre = 1½" loose depth spread uniformly over acre.

Agricultural products, such as native prairie hay, used for mulching and erosion control practices, excluding wood based mulch, shall meet the North American Weed Free Forage Standards.

Other vegetative mulches are acceptable only with the Engineer's concurrence.

The above rate is a guide. It will be at the discretion of the Engineer to determine what rate is sufficient for adequate protection of newly seeded areas.

NATIVE WILDFLOWER MIX 1

PLS RATE	NAME	QTY (lb)
0.3	Butterfly Milkweed	
0.3	Common Milkweed	
0.3	Black Eyed Susan	
0.5	Blanket Flower	
0.5	False Sunflower	
0.5	Lance-Leaf Coreopsis	
0.2	Maximilian Sunflower	
0.1	New England Aster	
0.2	Pinnate Prairie Coneflower	
0.2	Plains Coreopsis	
0.3	Purple Coneflower	
0.3	Upright Prairie Coneflower	
0.3	Dames Rocket	
0.3	Lemon Mint	
0.2	Pitcher Sage	
0.2	Wild Bergamot	
1.0	Illinois Bundleflower	
0.2	Common Evening Primrose	
0.1	Hoary Verbena	
0.8	Purple Prairie Clover	
0.3	Roundhead Lespedeza	
3.0	Showy Partridge Pea	
0.2	White Prairie Clover	
10.3	Total (lb)	

NATIVE WILDFLOWER MIX 2

PLS RATE	NAME	QTY (lb)
0.3	Butterfly Milkweed	
0.3	Black Eyed Susan	
0.5	Black Sampson Coneflower	
1.0	Blanket Flower	
0.2	Maximilian Sunflower	
0.2	Plains Coreopsis	
0.2	Upright Prairie Coneflower	
0.2	Western Yarrow	
0.3	Lemon Mint	
0.4	Pitcher Sage	
1.5	Illinois Bundleflower	
0.2	Common Evening Primrose	
1.0	Blue Wild Indigo	
0.4	Leadplant	
0.4	Purple Prairie Clover	
0.3	White Prairie Clover	
7.4	Total (lb)	

Package and deliver the wildflower seed separately from the grass seed mix. Package and deliver the Tall Drop Seed separately from the grass seed and the wildflower mix. Place the grass seed (except Tall Drop Seed) in the large seed box and drill (cover) seed 1/8" - 1/4". Place the wildflower seed in a separate seed box and drill (cover) seed 1/16" maximum. Place the Tall Drop Seed in a separate (third) seed box and place the seed (using the seed drill) on the soil surface.

OPTION: Broadcast Tall Drop Seed on the soil surface.

SUMMARY OF SEEDING QUANTITIES

P.L.S. RATE/ACRE				ACRES				BID ITEM	QUANTITY	UNIT
SHLDR	OTHER			SHLDR	OTHER					
								See LA852A for Soil Erosion Mix to be used as Permanent Seeding Mix.		
								Mulching *		

NOTE: When seeding less than 1 acre, temporary and permanent seeding shall be combined and seeded at the same time. There is no seasonal restriction for seeding projects less than 1 acre.

SHLDR = Seeded with the Shoulder Mix. Typically 15 feet for 2-lane roads and 30 feet for 4-lane roads. Includes outside roadsides, turfed portions of shoulders, and turfed portion of the median.

OTHER = Seeded with the "Other" Mix. Designated as all other turf areas, except the Shoulder. Usually includes a Native Wildflower Mix.

NOTE: Projects less than 1 acre shall be bid as "Seeding" by the lump sum. All disturbed areas shall be seeded, fertilized and mulched at the listed rate per acre. The acres are estimated.

Refer to the Standard Specifications, Division 900, Section 904 'Seeding', and Section 907 'Sodding', for the seeding and sodding seasons.

** See LA852A for mulching quantity. The quantity of mulch is estimated (Acres of Seeding X 1.5 X 2 Tons/Acre). The total mulch required shall be determined in the field. The bid item for mulching shall be paid for according to the Standard Specifications.*

NO.	DATE	REVISIONS	BY	APP'D
2	11/25/20	Updated Seeding / Sodding Periods Charts	MRD	ML
1	08/03/20	Revised Standard	MRD	SHS

KANSAS DEPARTMENT OF TRANSPORTATION

PERMANENT SEEDING
SUMMARY OF SEEDING QUANTITIES

LA850

FHWA APPROVAL	05/06/2019	APP'D		Mervin Lare
DESIGNED MRD	DETAILED MRD	QUANTITIES		CADD
DESIGN CK.	DETAIL CK.	QUAN.CK.		CADD CK.

Std. Base File: ----------
Plotted By: untitled | Plot Location:
File: M:\M-2020-1458M\CADD\Drawing Set\31-la850.dgn
Plot Date: 12/3/2021

1) Design Speed: Those items delegated to temporary traffic control should be designed and installed using the posted/legal speed of the roadway prior to work starting.

2) Minimum Lane Width: Lane widths shall be a minimum of 11' (measured between centerlines of pavement markings) or as shown on the plans, or as directed by the engineer. A lane width less than 11' may require restricted roadway width signing.

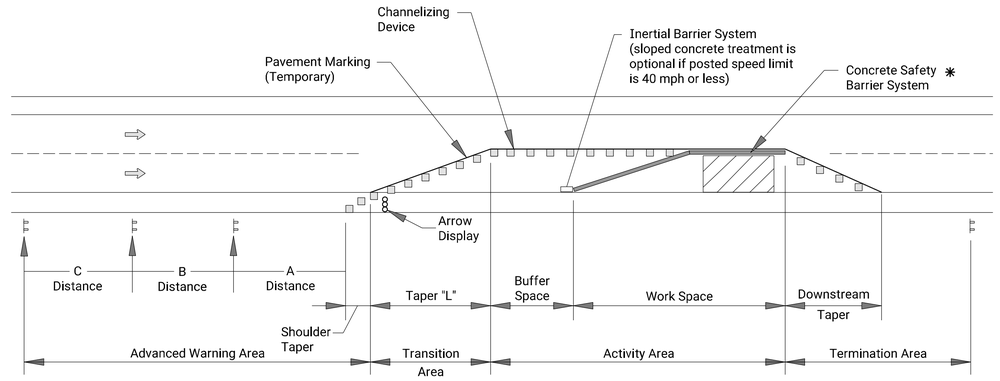
3) Consideration should be made to separate pedestrian and, if needed, bicycle movements from both work site activity and vehicular traffic. Unless a reasonable safe route that does not involve crossing the roadway can be provided, pedestrians should be appropriately directed with advance signing that encourages them to cross to the opposite side of the roadway. In urban and suburban areas with high vehicular traffic volumes, these signs should be placed at intersections (rather than midblock locations) so that pedestrians are not confronted with midblock work sites that will induce them to attempt skirting the work site or making a midblock crossing.

4) When existing pedestrian facilities are disrupted, closed, or relocated, the temporary facilities shall be detectable and include accessibility features consistent with the features present in the existing pedestrian facility.

5) When the driving surface open to traffic is milled or is a temporary surface made of loose material, or when directed by the engineer a W8-15 (Grooved Pavement) or W8-7 (Loose Gravel) sign shall be used on mainline approaches. This sign should be placed a "C" distance after the W20-1 (Road Work Ahead) sign. A W8-15p motorcycle plaque shall be used to supplement the W8-15 or W8-7 signs. All signs shall be displayed as long as the condition is present.

6) Alternative temporary rumble strip options may be available. Please contact the Temporary Traffic Control Unit for more information at 785-296-1179 or 785-296-1183.

20-1458M	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	KANSAS	43 C-5078-01	2022	32	44



TYPICAL WORK ZONE COMPONENTS

✳ When concrete barrier system is used, portable channelizing devices are not needed along the tangent barrier section.

Minimum advance warning sign spacing (in feet):

SPEED (MPH) ✳	*A*	*B*	*C*
URBAN (40 MPH OR LOWER)	*100*	*100*	*100*
URBAN (45 MPH OR HIGHER)	*350*	*350*	*350*
RURAL (55 MPH OR LOWER)	*500*	*500*	*500*
RURAL (60 MPH OR HIGHER)	*750*	*750*	*750*
EXPRESSWAY/FREEWAY	*1000*	*1500*	*2640*

✳ Posted speed prior to work starting

The minimum spacing between signs shall be no less than 100', unless directed by the engineer.

The spacing between any signs may be increased beyond the minimum values in the table above as approved by the engineer in order to maximize visibility.

Taper Formulas:

L = WS for speeds of 45 MPH or more

$L = WS^2/60$ for speeds of 40 MPH or less

Where: L = Minimum length of taper in feet
S = Numerical value of posted speed prior to work starting in MPH
W = Width in offset feet

Shifting Taper=1/2 L
Shoulder Taper=1/3 L

Channelizer Placement:

(1) The spacing between devices in transition area (taper) should not exceed a distance in feet equal to 1/2 the posted speed limit in mph prior to work starting.

(2) The spacing between devices in the advanced warning area and the activity area should not exceed a distance in feet equal to two times the posted speed limit in mph prior to work starting.

(3) Channelizing devices shall be placed for optimum visibility, normally at right angles to the traffic flow.

(4) Place directional indicator barricades in series to direct traffic onto the new path. The arrow sign should not be visible to opposing traffic.

(5) Alternating diagonal orange and white striping must slope downward in the direction traffic is expected to pass.

Buffer Space

SPEED (MPH) ✳	*20*	*25*	*30*	*35*	*40*	*45*	*50*	*55*	*60*	*65*	*70*	*75*
LENGTH (ft)	*115*	*155*	*200*	*250*	*305*	*360*	*425*	*495*	*570*	*645*	*730*	*820*

✳ Posted speed prior to work starting

Neither work activity nor storage of equipment, vehicles, or material should occur in the buffer space. When a protection vehicle is placed in advance of the work space, only the space upstream of the vehicle constitutes the buffer space.

If temporary concrete safety barrier system is used to separate approaching traffic from the work space, the barrier system shall be considered part of the activity area. A full lane width should be available throughout the length of the buffer space. See typical work zone components above.

NO.	DATE	REVISIONS	BY	APP'D
3				
2	03/13/18	W8-15p usage changed to Shall	R.W.B.	E.G.K.
1	08/18/15	Channelizer spacing info	R.W.B.	K.E.

KANSAS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
GENERAL NOTES

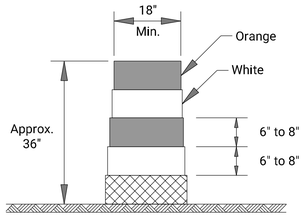
TE700

FHWA APPROVAL		03/13/18	APP'D	Eric Kocher	
DESIGNED	B.A.H.	DETAILED	R.W.B	QUANTITIES	TRACED
DESIGN CK.		DETAIL CK.		QUAN. CK.	TRACE CK.

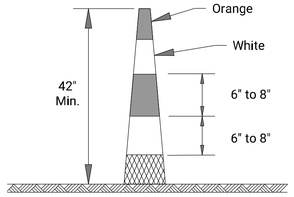
Plotted : $$YTIME$$
$$KDOTGRP$$

Drawn By : untitled
File : $$DGNSPEC$$

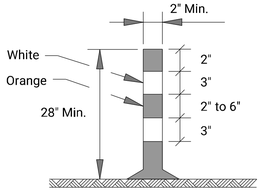
20-1458M					
	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	KANSAS	43 C-5078-01	2022	33	44



DRUM

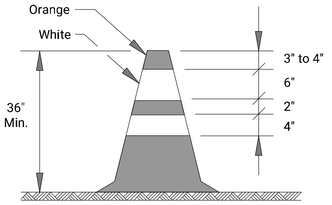


CONICAL DELINEATOR

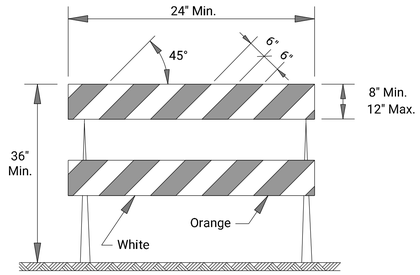


TUBULAR MARKER

Striping as shown for up to 42".

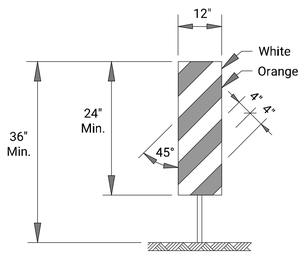


TRAFFIC CONE



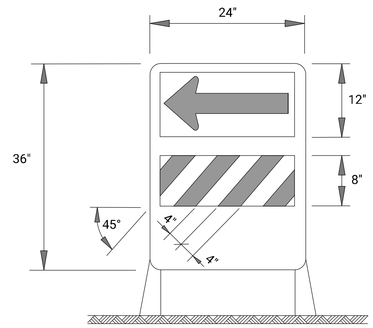
TYPE 2 BARRICADE

For rails less than 36" long, 4" wide stripes may be used. All stripes shall slope downward to the traffic side for channelization.



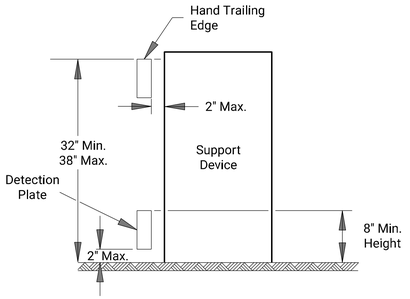
VERTICAL PANEL

The stripes shall slope downward to the traffic side for channelization.



DIRECTION INDICATOR BARRICADE

The stripes shall slope downward in the direction traffic is to pass. The direction indicator barricade shall be used in series to direct the motorist into the intended lane of travel.



PEDESTRIAN CHANNELIZER

1. Support device shall not project beyond the detection plate into the pathway.
2. Hand trailing edges and detection plates are optional for continuous walls.
3. Interconnect pedestrian channelizers to prevent displacement and to provide continuous guidance through or around work.
4. Alternate pathways shall be firm, stable, and slip resistant.
5. Treat height differentials > 1/2" in the surfaces of alternate paths with a firm, stable, and slip resistant temporary ramp having a slope of 12:1 or flatter and having a width equal to the alternate path.
6. Use alternating orange/white on interconnected devices.

Item	Location	Cross-overs	Shoofly Diversions	Tangents	Tapers	Ramps	Head to Head	Object Identifier	Lead-in Devices	Gores
Portable										
	Drums	Yes	Yes	Yes	Yes	Yes	(1)	Yes	Yes	Yes
	Conical Delineators	Yes	Yes	Yes	Yes	Yes	(1)	Yes	Yes	Yes
	Vertical Panels	(2)	(2)	(2)	(2)	(2)	(1,2)	Yes	(2)	(2)
	Direction Indicator Barricade	No	No	No	Yes	No	No	No	No	No
	Type 2 Barricade	(2)	(2)	(2)	(2)	No	No	Yes	No	No
	Traffic Cones	No	No	(4)	(4)	(4)	No	(4)	(4)	(4)
Fixed										
	Tubular Markers	(3)	(3)	(3)	No	(3)	Yes	No	Yes	Yes
	Vertical Panels	(3)	(3)	(3)	(3)	(3)	(3)	Yes	(2,3)	(2)

(1) Not allowed on centerline delineation along freeways or expressways.
(2) The stripes shall slope downward to the traffic side for channelization.
(3) May be used upon the approval of the engineer.
(4) Daytime operations only.

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL CHANNELIZING DEVICES

TE702

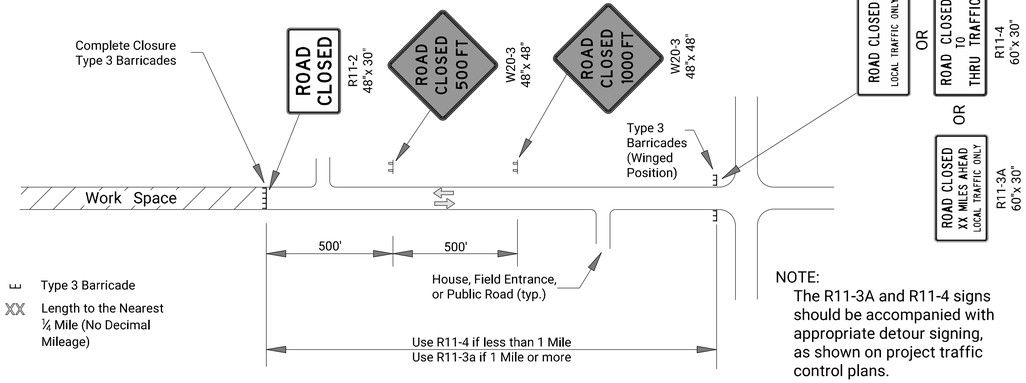
FHWA APPROVAL		06/01/15	APP'D	Kristina Ericksen	
DESIGNED	L.E.R.	DETAILED	R.W.B.	QUANTITIES	TRACED
DESIGN CK.		DETAIL CK.		QUAN. CK.	TRACE CK.

Plotted : $$YTIME$$
$$KDOTGRP$$

Drawn By : untitled
File : $$DGNSPEC$$

20-1458M	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	KANSAS	43 C-5078-01	2022	34	44

Note: Signs shown for one approach to work zone.



NOTE:
The R11-3A and R11-4 signs should be accompanied with appropriate detour signing, as shown on project traffic control plans.

FIGURE 1: TYPICAL SIGNING FOR ROAD CLOSURE (MAINLINE OR SIDE ROAD)

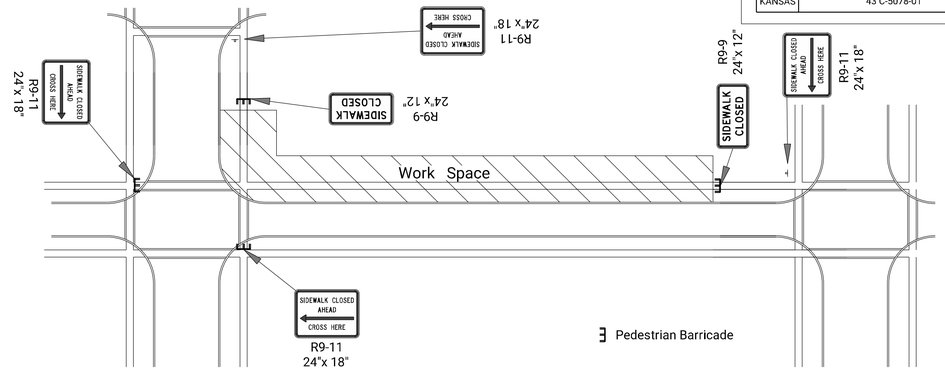


FIGURE 4: TYPICAL SIGNING FOR SIDEWALK CLOSED WITH OPPOSITE SIDEWALK AVAILABLE

Note: Sign shown for one approach to intersection (work zone).

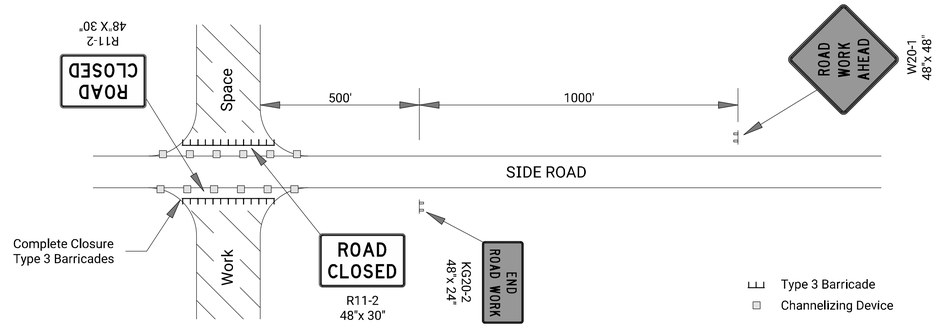


FIGURE 2: TYPICAL SIGNING FOR SIDE ROAD OPEN

Note: Signs shown for one approach to work zone.

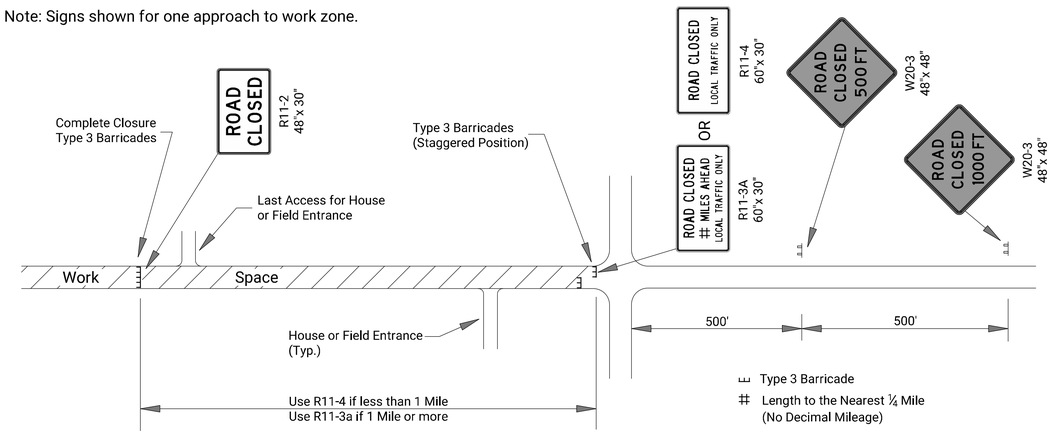
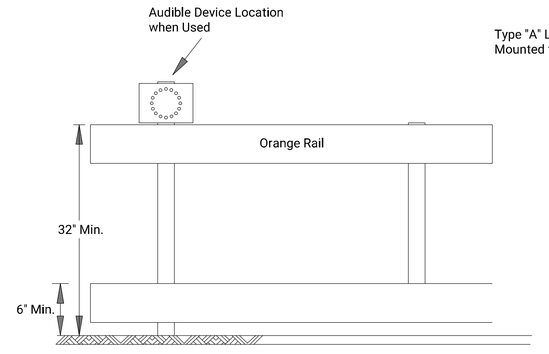
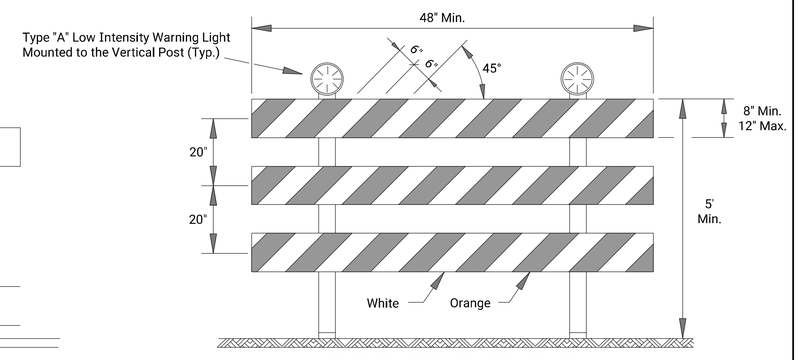


FIGURE 3: TYPICAL SIGNING FOR ROAD CLOSURE - LOCAL TRAFFIC ACCESS



DETECTABLE BARRICADE

1. Support device shall not project beyond the detection plate into the pathway.
2. Barricades shall be used to close the entire width of the pathway.
3. Do not use warning lights on pedestrian barricades.
4. Do not use warning lights on audible devices.



TYPE 3 BARRICADE WITH LIGHTS

Approved signs mounted on Type 3 barricades should not cover more than 50% of the top two rails or 33% of the total area of the three rails.

When barricades are placed end-to-end or staggered, a Type "A" low intensity warning light shall be mounted to the vertical post near each outside corner of the end barricades.

ROAD CLOSED GENERAL NOTES

As shown in Figure 1, at the point where thru traffic must detour and local traffic can proceed to the location where the roadway is completely closed, the R11-3a (ROAD CLOSED # MILES AHEAD LOCAL TRAFFIC ONLY) or R11-4 (ROAD CLOSED LOCAL TRAFFIC ONLY or ROAD CLOSED TO THRU TRAFFIC) sign shall be used with Type 3 barricades (winged position), placed on the shoulders of roadway.

As shown in Figure 3, when local traffic must be allowed access into the work zone, Type 3 barricades shall be longitudinally staggered to maintain the appearance of a closed roadway. A second line of end-to-end Type 3 barricades shall be placed just beyond the last access point in the work zone, to completely close the roadway.

The R11-4 (ROAD CLOSED TO THRU TRAFFIC or ROAD CLOSED LOCAL TRAFFIC ONLY) sign shall be used when the distance to the point of complete closure of the roadway is less than 1 mile.

The R11-3a (ROAD CLOSED # MILES AHEAD LOCAL TRAFFIC ONLY) sign shall be used when the distance to the point of complete closure of the roadway is 1 mile or greater.

The words "BRIDGE OUT" (or BRIDGE CLOSED) may be substituted for the words "ROAD CLOSED" on the R11-3a or R11-4 sign where applicable.

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL CLOSURES

TE704

FHWA APPROVAL			06/01/15	APP'D	Kristina Ericksen		
DESIGNED	B.A.H.	DETAILED	R.W.B.	QUANTITIES		TRACED	
DESIGN CK.		DETAIL CK.		QUAN. CK.		TRACE CK.	

Plotted : $$YTIME$$
$$KDOTGRP$$

Drawn By : untitled
File : $$DGNSPEC$$

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	43 C-5078-01	2022	35	44

SIGN LAYOUT INFORMATION

KG20-2

Std. Size Expwy/Freeway
6" C
48"x 24"

KG20-5

Std. Size Expwy/Freeway
6" C
48"x 24"

KM4-20

Std. Size
3" C
24"x 6"

Expwy/Freeway
6" C
48"x 12"

W7-3a

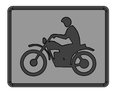
Mileage to be Determined by the Engineer.

W8-15

Std. Size Expwy/Freeway
8" D
48"x 48"

W8-7

Std. Size Expwy/Freeway
8" D
48"x 48"



W8-15p

Std. Size Expwy/Freeway
30"x 24"

W8-17

Std. Size Expwy/Freeway
48"x 48"

W8-11

Std. Size Expwy/Freeway
8" D
48"x 48"

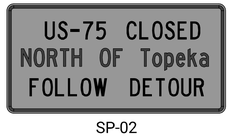
W8-17P
(Optional)

Std. Size Expwy/Freeway
30"x 24"

SP-01
(Special Sign)

Std. Size
6" C

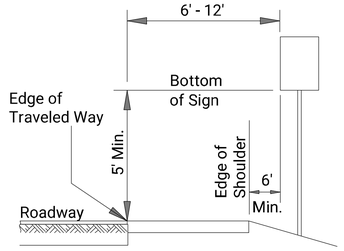
Expwy/Freeway
10" D



SP-02
(Special Sign)

Std. Size		Expwy/Freeway	
Uppercase:	6" C	Uppercase:	10" D
Lowercase:	4.5" C	Lowercase:	8" D

All city names and street names on special signs and destination signs must have upper and lower case letters.

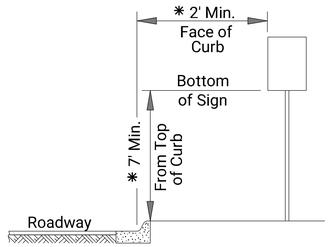


RURAL

1) Ground-mounted signs shall be mounted at a minimum height of 5' measured from the bottom of sign to the near edge of the pavement.

2) Large signs having an area exceeding 50 square feet installed on multiple breakaway posts shall be mounted a minimum of 7' above the ground.

3) The height of the secondary sign mounted below another sign may be 4' measured from the bottom of the sign to the near edge of the pavement. Signs shall not overlap each other.



URBAN

1) Signs shall be mounted at a minimum height of 7' measured from the bottom of sign to the near edge of the pavement.

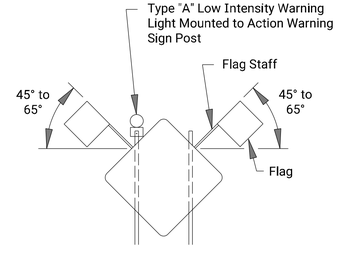
2) Neither portable nor permanent sign supports should be located on sidewalks or areas designated for pedestrian or bicycle traffic.

3) Signs mounted lower than 7' should not project more than 4" into pedestrian facilities.

4) The height from of the secondary sign mounted below another sign may be 6' measured from the bottom of sign to the near edge of the pavement. Signs shall not overlap each other.

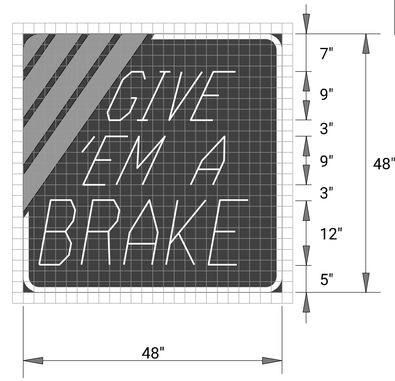
5) Large signs having an area exceeding 50 square feet installed on multiple breakaway posts shall be mounted a minimum of 7' above the ground.

* 6) Pedestrian detour signing shall be a minimum of 2' measured from the top of the pedestrian pathway to the bottom of the sign and shall not protrude into the walkway nor shall it project beyond the back of curb.



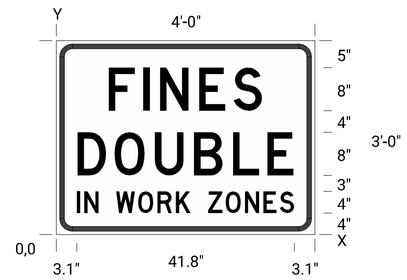
When the sign width is equal to or greater than 9', three or more wood posts may be used with a minimum of 4' between the centerline of each post. All signs less than 9' in width shall use a maximum of two wood posts.

In the case of hitting rock when driving posts
1. Shift the sign location. Do not violate minimum sign spacing.
2. With the engineer's approval, use acceptable alternative sign stands.



KI-104a

Sign Number	GIVE EM A BRAKE
Width x Height	4'-0" x 4'-0"
Border Width	1.0"
Corner Radius	4.0"
Stripe Width	3.0"
Mounting	Ground
Background	Type: Non-Reflective
	Color: Black
Legend/Border	Type: Reflective
	Color: White
Legend Font	Dutch 801 Roman SWC 25 Degree Slant
Stripes	Type: Reflective
	Color: Orange



KI-105a

Sign Number	FINES DOUBLE
Width x Height	4'-0" x 3'-0"
Border Width	0.9"
Corner Radius	3.0"
Mounting	Ground
Background	Type: Reflective
	Color: White
Legend/Border	Type: Non-Reflective
	Color: Black

Dimensions in inches — Spacings are to start of next letter

Y FONT	LETTER SPACINGS															HT LEN
23.0 D		F	I	N	E	S										8.0
	9.7	6.4	3.2	7.3	6.4	5.4	9.7									28.6
11.0 D		D	O	U	B	L	E									8.0
	3.9	6.9	7.5	7.3	7.3	6.4	4.9	3.9								40.3
4.0 D		I	N		W	O	R	K		Z	O	N	E	S		4.0
	3.1	1.6	2.7	3.2	4.3	3.8	3.6	2.8	3.2	3.4	3.8	3.6	3.2	2.7	3.1	41.8

Notes:

Typically, there are two sets of informational signs installed per project: one for each direction of traffic.

Install signs a minimum of 500' in advance of the road work ahead sign. The engineer may designate a more appropriate location if conditions dictate.

The informational signs are not to interfere with the traffic control signs for the project.

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
SIGN INFORMATION

TE710

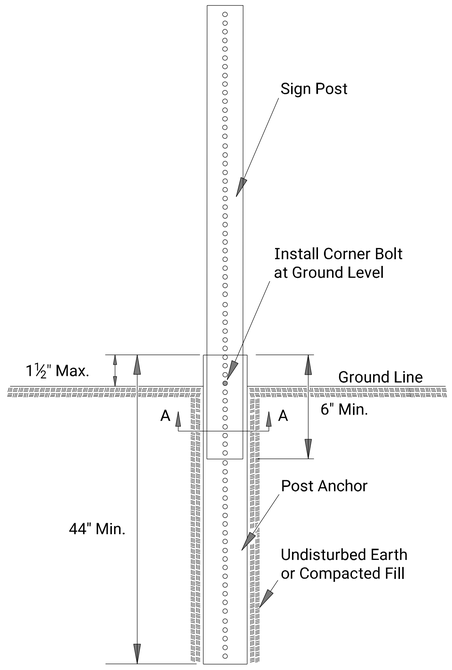
FHWA APPROVAL		06/01/15	APP'D	Kristina Pyle	
DESIGNED	R.W.B.	DETAILED	R.W.B.	QUANTITIES	TRACED
DESIGN CK.		DETAIL CK.		QUAN. CK.	TRACE CK.

Plotted : $$YTIME$$
$$KDOTGRP$$

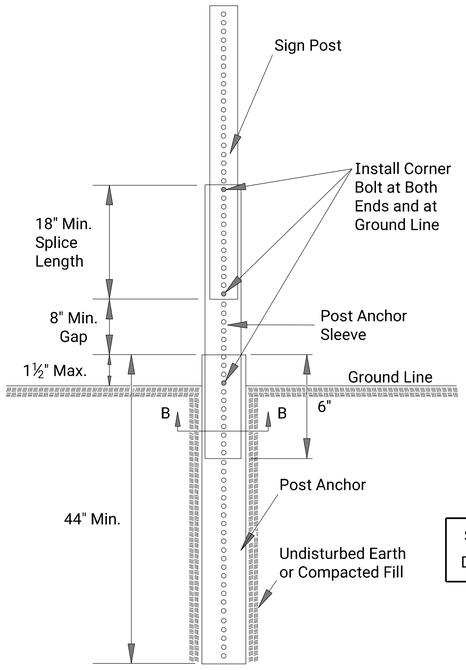
Drawn By : untitled
File : $$DGNSPEC$$

20-1458M					
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS	
KANSAS	43 C-5078-01	2022	36	44	

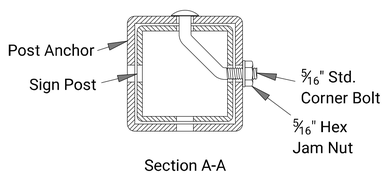
PERFORATED SQUARE STEEL TUBE (P.S.S.T.) POST SETUP



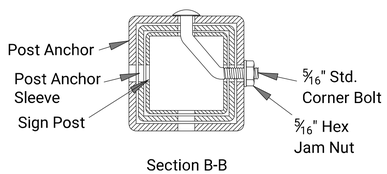
P.S.S.T. Detail



Telescoping P.S.S.T. Detail



Section A-A

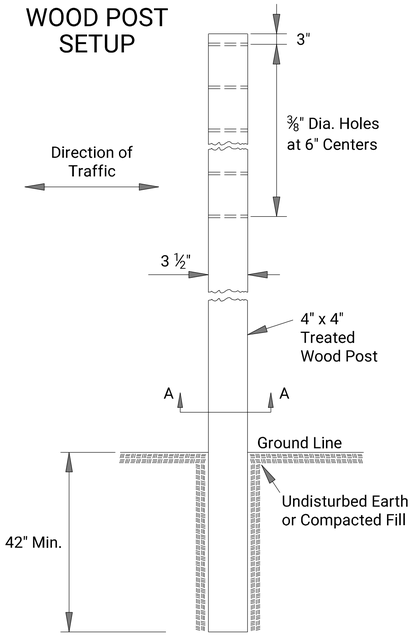


Section B-B

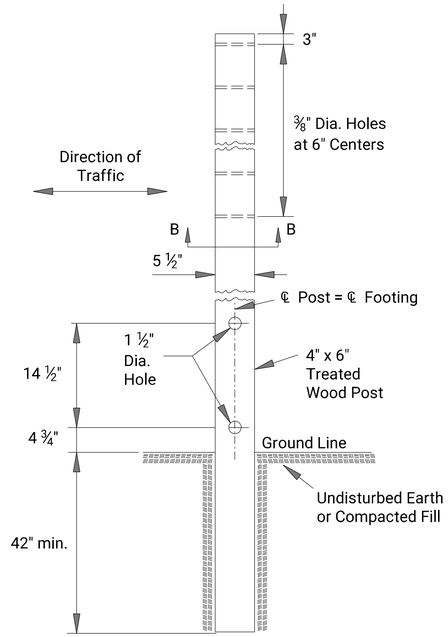
Details for 2", 2 ¼", or 2 ½" sign posts

Place bolts in the same corner along each sign post.

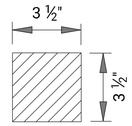
WOOD POST SETUP



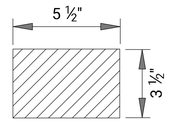
Side Elevation
4" x 4" Wood Post in Soil



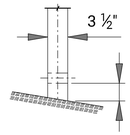
Side Elevation
4" x 6" Wood Post in Soil



Section A-A



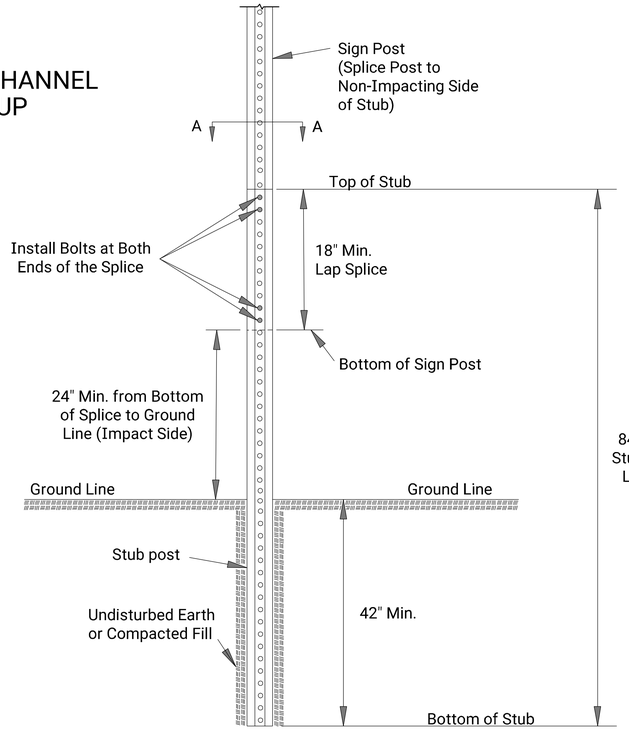
Section B-B



Front Elevation

See TE710 for Additional Details and Requirements

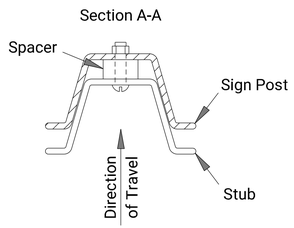
3 LB/F U-CHANNEL SETUP



Notes:

Place two bolts at both ends of the splice through the holes nearest the ends of the splice.

Use manufacturer recommended spacers over the bolts between the spliced pieces of U-Channel.



NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL SIGN POSTS

TE712

FHWA APPROVAL			06/01/15	APP'D	Kristina Pyle		
DESIGNED	B.A.H.	DETAILED	R.W.B.	QUANTITIES		TRACED	
DESIGN CK.		DETAIL CK.		QUAN. CK.		TRACE CK.	

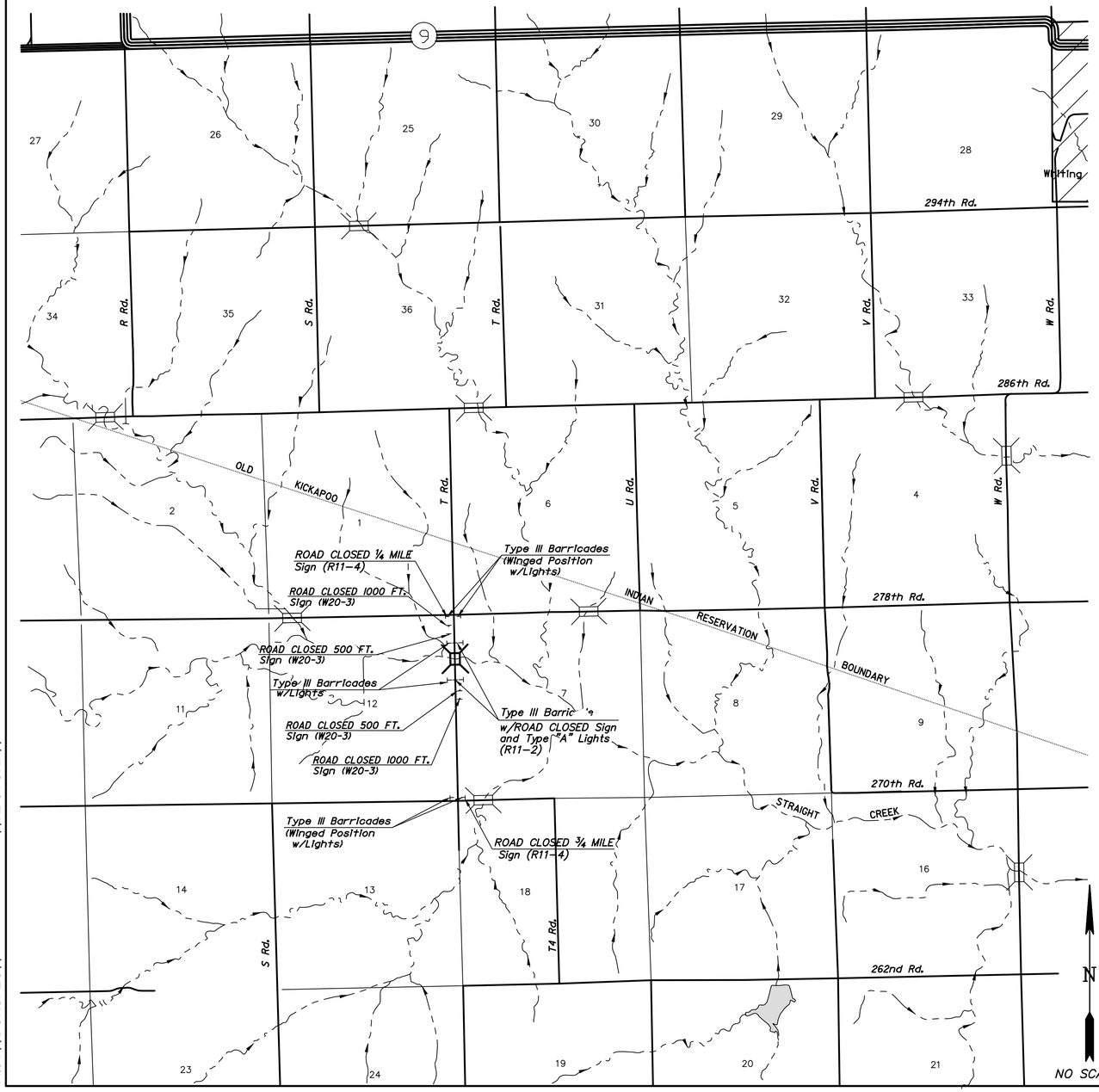
Plotted : $$YTIME$$
$$KDOTGRP$$

Drawn By : untitled
File : $$DGNSPEC$$

20-1458M	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
	KANSAS	43 C-5078-01	2022	37	44

Summary Of Traffic Control Devices (Each)

Work Zone Sign (Special)		
Sign No.	16.25 Sq.Ft. & Less	16.26 Sq.Ft. & Over



Drawn By : $$USERNAME$$ Plotted : $SYTIME$$
File : $$DGNSPEC$$ $$KDOTGRP$$

Summary Of Traffic Control Devices (Each Per Day)

✱ Quantity Most Used On The Project At Any One Time

Work Zone Signs ✱			
Sign No.	Size - Sq.Ft.		
	0-9.25	9.26-16.25	16.26 & Over
W20-7		2	
R11-2		2	
W20-3		4	
R11-4		2	

Barricades ✱		Channelizing Devices ✱		
Type 3 (4' To 12')	Pedestrian	Fixed	Portable	Pedestrian
10				

Lighted Devices ✱	
Work Zone Warning Light (Type "A" Low Intensity)	8
Work Zone Warning Light (Red Type "B" High Intensity)	
Arrow Display	
Portable Changeable Message Sign	

Recapitulation Of Quantities		
Item	Quantity	Unit
Work Zone Signs (O To 9.25 Sq.Ft.)		Each Per Day
Work Zone Signs (9.26 To 16.25 Sq.Ft.)		Each Per Day
Work Zone Signs (16.26 Sq.Ft. & Over)		Each Per Day
Work Zone Barricades (Type 3 - 4' To 12')		Each Per Day
Work Zone Barricades (Pedestrian)		Each Per Day
Channelizer (Fixed)		Each Per Day
Channelizer (Portable)		Each Per Day
Channelizer (Pedestrian)		Each Per Day
Work Zone Warning Light (Type "A" Low Intensity)		Each Per Day
Work Zone Warning Light (Red Type "B" High Intensity)		Each Per Day
Arrow Display		Each Per Day
Portable Changeable Message Sign		Each Per Day
Pavement Marking (Temporary)		
4" Solid (Type I)		Sta./Line
4" Solid (Type II)		Sta./Line
4" Broken (8.0') (Type I)		Sta./Line
4" Broken (8.0') (Type II)		Sta./Line
4" Broken (3.0') (Type I)		Sta./Line
4" Broken (3.0') (Type II)		Sta./Line
4" Dotted Extension (Type I)		Sta./Line
4" Dotted Extension (Type II)		Sta./Line
Solid (Line Masking Tape)		Sta./Line
Broken (Line Masking Tape)		Sta./Line
Symbol (Type I)		Each
Symbol (Type II)		Each
Flexible Raised Pavement Marker (4" Broken (8.0'))		Sta./Line
Flexible Raised Pavement Marker (4" Broken (3.0'))		Sta./Line
Pavement Marking Removal		Lin. Ft.
Work Zone Sign (Special) (16.25 Sq. Ft. & Less)		Each
Work Zone Sign (Special) (16.26 Sq. Ft. & More)		Each
Temporary Raised Pavement Marker (Type I)		Each
Temporary Raised Pavement Marker (Type I)		Each
Traffic Signal Installation (Temporary)		Lump Sum
Traffic Control (Initial Set Up)		Lump Sum
Traffic Control	Lump Sum	Lump Sum
Flagger (Set Price)	1	Hour

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

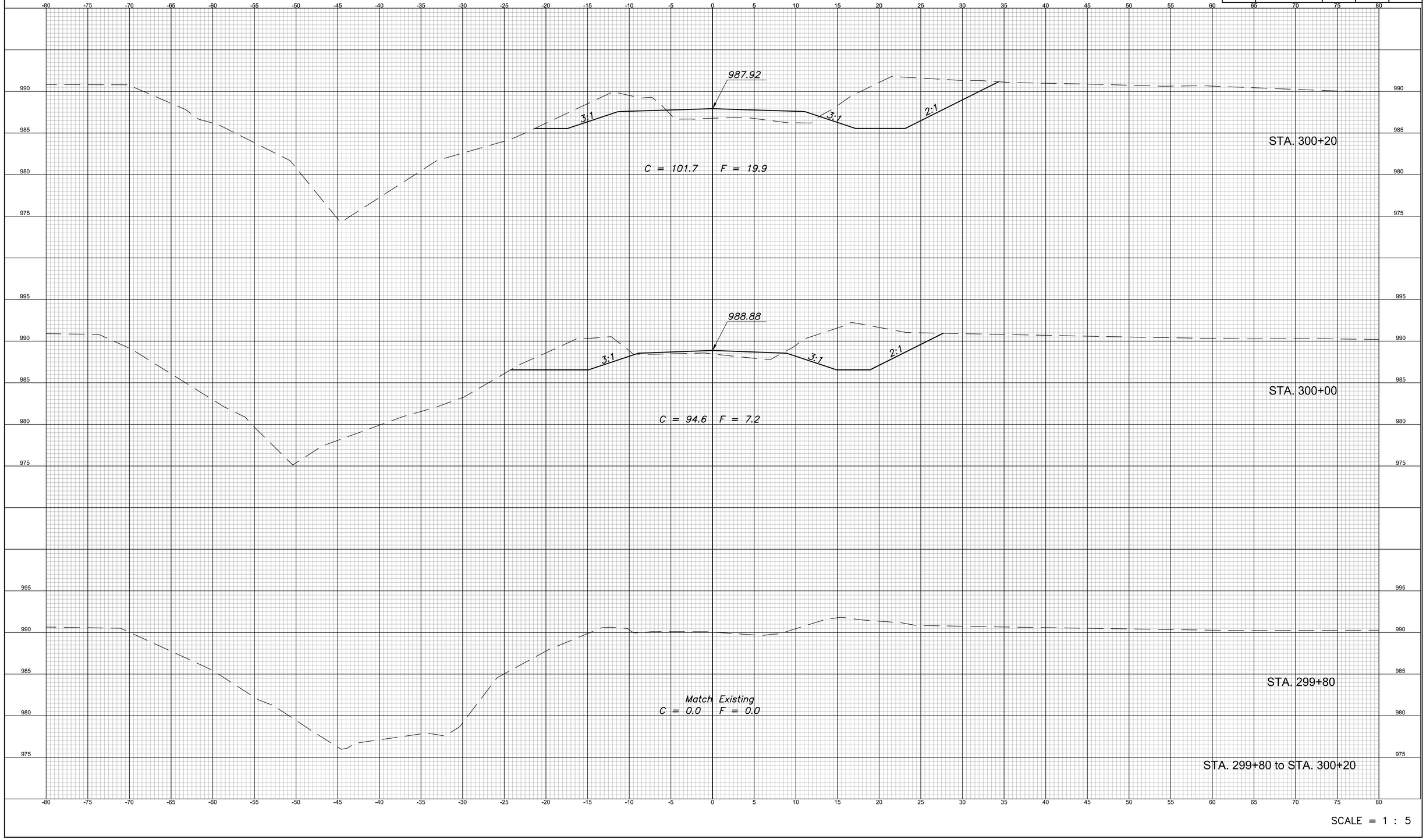
KANSAS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL SUMMARY OF DEVICES RECAPITULATION OF QUANTITIES

~~TE795~~

FHWA APPROVAL	06/01/15		APP'D	Kristina Ericksen	
DESIGNED	B.A.H.	DETAILED	R.W.B.	QUANTITIES	TRACED
DESIGN CK.		DETAIL CK.		QUAN. CK.	TRACE CK.

20–1458M	State	Project No.	Fiscal Year	Sheet No.	Total Sheets
	Kansas	43 C–5078–01	2022	38	44



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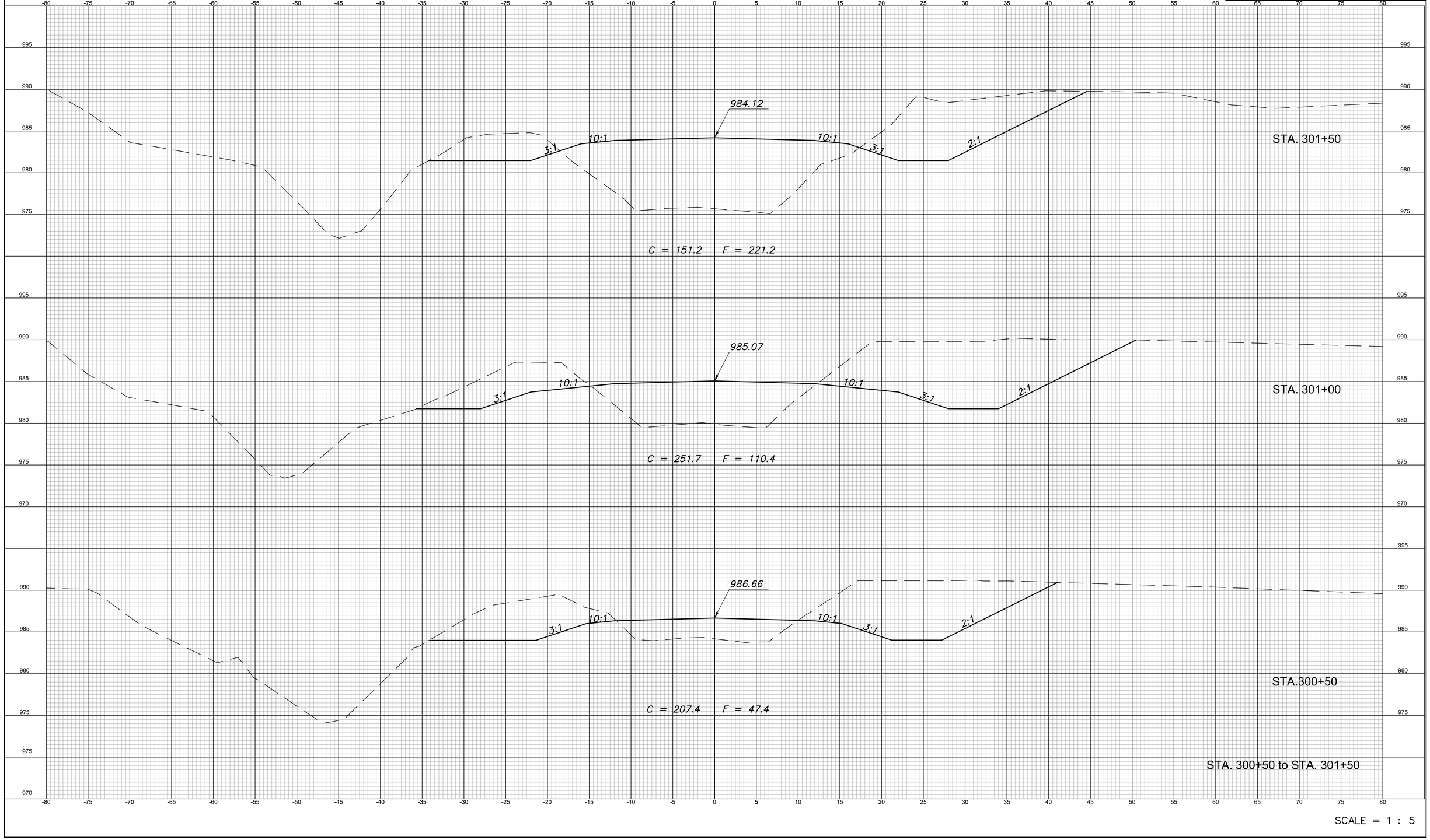
20–1458M					
	State	Project No.	Fiscal Year	Sheet No.	Total Sheets
	Kansas	43 C–5078–01	2022	39	44



SCALE = 1 : 5

20–1458M	State	Project No.	Fiscal Year	Sheet No.	Total Sheets
	Kansas	43 C–5078–01	2022	40	44

983.80

Cut to Elev. = 970.00

Ahead C = 0.0 F = 0.0
Back C = 41.5 F = 0.0

STA. 302+00

983.87

Berm Elev. = 979.90

978.10

978.10

2:1

2:1

2:1

C = 93.4 F = 131.6

STA. 301+77

983.90

10:1

10:1

2½:1

2½:1

2:1

980.00

980.00

C = 115.7 F = 294.0

STA. 301+72

STA. 301+72 to STA. 302+00

SCALE = 1 : 5

20–1458M	State	Project No.	Fiscal Year	Sheet No.	Total Sheets
	Kansas	43 C–5078–01	2022	41	44

983.80

Berm Elev. = 979.80

2:1 2:1 2:1 2:1

976.67 975.81

C = 332.7 F = 133.7

STA. 302+87

983.80

Cut to Elev. = 970.00

Ahead C = 2.0 F = 0.0
Back C = 0.0 F = 0.0

STA. 302+50

983.80

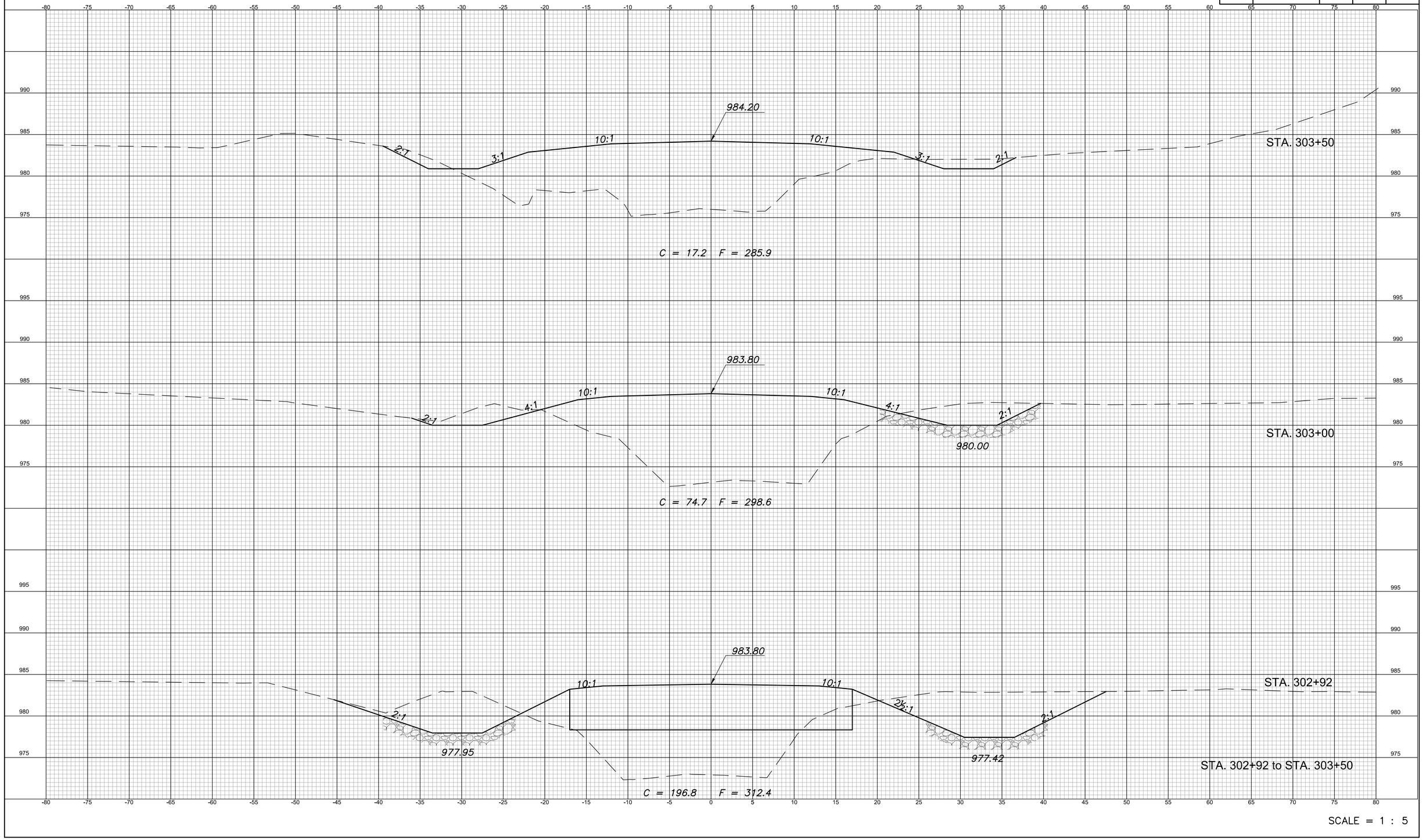
STA. 302+40

C = 0.0 F = 0.0

STA.302+40 to STA. 302+87

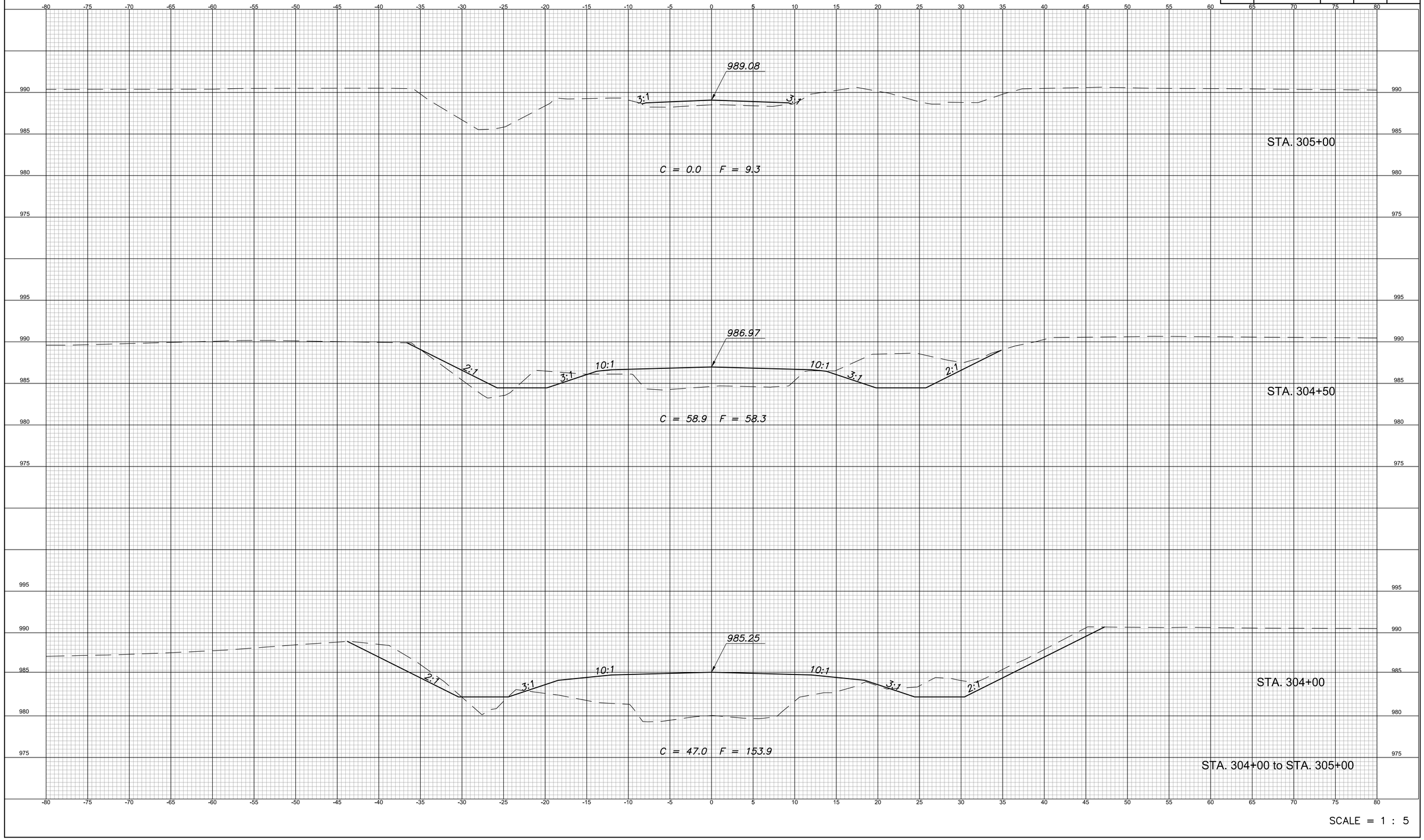
SCALE = 1 : 5

20–1458M					
	State	Project No.	Fiscal Year	Sheet No.	Total Sheets
	Kansas	43 C–5078–01	2022	42	44



SCALE = 1 : 5

20–1458M	State	Project No.	Fiscal Year	Sheet No.	Total Sheets
	Kansas	43 C–5078–01	2022	43	44



20–1458M	State	Project No.	Fiscal Year	Sheet No.	Total Sheets
	Kansas	43 C–5078–01	2022	44	44

-80 -75 -70 -65 -60 -55 -50 -45 -40 -35 -30 -25 -20 -15 -10 -5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80

995
990
985
980
975

STA. 305+40

995
990
985
980
975

STA. 305+20

Match Existing
C = 0.0 F = 0.0

STA. 305+20 to STA. 305+50

-80 -75 -70 -65 -60 -55 -50 -45 -40 -35 -30 -25 -20 -15 -10 -5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80

SCALE = 1 : 5